CHAPTER 3.0
EFFECTS FOUND NOT TO BE SIGNIFICANT

3.1 Effects Found Not Significant as Part of the EIR Process

3.1.1 Aesthetics

The information in this section considers impacts to visual resources and potential effects to the visual character of the community upon project implementation. The information and analysis in this section have been compiled based on site visits and photos of the project area, and based on review of the Santee General Plan 2020, the Santee Town Center Specific Plan, and the Scenic Highways Element of the San Diego County General Plan. Five visual simulations were prepared to represent future views of the proposed project (refer to *Figures 3.1-1* through *3.1-6*); however, it should be noted that these visual simulations are not intended to be architectural renderings of the proposed project as it would be built.

3.1.1.1 Existing Conditions

Scenic Resources

Public agencies and planning policies establish visual resource management objectives in order to protect and enhance public scenic resources. Goals, objectives, policies, implementation strategies, and guidance are typically contained in General Plans, resource management plans, comprehensive plans and elements, and local specific plans. The City's General Plan 2020 (City of Santee 2003) and the City's Town Center Specific Plan (City of Santee 1986 as amended 2006) include information relative to identification of scenic resources and were consulted in the assessment of project impacts. These two planning documents were used only as a guide for two reasons. First, the proposed project is the replacement of a women's detention facility, intended to modernize and expand the existing LCDF, and as such, the project would not change the type of use or overall land use character of the site. Second, as described in *Section 1.5.1*, because the proposed project is a County project, it is exempt from the City of Santee's ordinances, General Plan, Specific Plan, and other regulations.

City of Santee General Plan

The General Plan 2020 contains goals and objectives that relate to the design and aesthetic character of the project site and surrounding Town Center. These goals and policies regarding architectural design standards, site planning and aesthetics are described in detail in the Community Enhancement section of the General Plan 2020, and more specifically in the Town Center Specific Plan. The goal of the Community Enhancement Element is to respect and

integrate the natural and man-made environments of Santee to enhance the quality of life, revitalize older neighborhoods and community places, and sustain a beautiful, distinctive, and well-organized community for the citizens for Santee.

According to the City's Community Enhancement Element, the City does not have any officially designated State Scenic Highways within its boundaries (City of Santee 2003). The City may pursue an official State designation for SR-67 and SR-52, requiring the City to first adopt a scenic corridor protection program and then apply to the California Department of Transportation for scenic highway approval. SR-52, in the vicinity of Santee, has been designated by the State as an unconstructed state highway eligible for designation as a State Scenic Highway. The City's Community Enhancement Element also acknowledges that SR-67 and SR-52 eastward from Mission Trails Regional Park to its junction with State Route 125 merit consideration for a State Scenic Highway designation, although these segments are not officially designated at this time.

Mission Gorge Road is designated in the City's General Plan as a local scenic road from the western City boundary to SR-67, and the City has adopted design standards for this roadway.

The General Plan 2020 identifies the San Diego River Corridor trail as a High Priority trail. The San Diego River trail serves as an open space linear corridor extending from the City of San Diego to Lakeside through Santee. The trail functions as a primary east-west regional corridor that includes a bicycle path. The General Plan 2020 identifies the San Diego River Corridor as a significant visual resource in the City. The General Plan 2020 does not designate any other scenic vistas or scenic resources in the LCDF project vicinity.

City of Santee Town Center Specific Plan

The Town Center Specific Plan delineates a system of visual gateways to allow and enhance visual access to the San Diego River. The LCDF expansion area is included in the Town Center Specific Plan area. As noted above, the specific provisions of the Town Center Specific Plan are not applicable to, and have no regulatory effect on the proposed project. However, for the purpose of establishing significance thresholds for environmental effects of the project, design guidelines in the Specific Plan Amendment, including architectural and landscaping guidelines and the protection of natural features were considered for this analysis.

Visual Character

Setting

The project site includes the existing LCDF facility, vacant land and three structures that are part of the Edgemoor Skilled Nursing Facility, all located within the City of Santee (see *Figure 1-4)*. The existing LCDF is located on approximately 16 acres of the proposed 45-acre project site. The project site is situated on flat terrain along the southern portion of the San Diego River with an approximate elevation of 340 feet AMSL. No prominent landforms are located on the project site.

The west side of the project site is adjacent to developing and existing commercial development associated with the Town Center Specific Plan. Directly to the east of the project site is the Edgemoor facility and approximately 635 feet east of the project site is Magnolia Avenue, with residential and commercial uses occurring east of Magnolia. To the south are the City fire station, vacant land, and single-family residential development, with commercial and residential uses occurring farther south of Mission Gorge Road. North of the site is a mix of natural and disturbed habitats associated with the San Diego River. Residential, commercial, and park/open space uses are located north of the river.

Existing lighting sources include outdoor lighting for the LCDF, Edgemoor Skilled Nursing Facility, and streetlights located along roadways adjacent to the project site.

Viewer Groups

Sensitive viewpoints include surrounding residences, recreational areas and a designated scenic road\ (Mission Gorge Road). The following description identifies viewer groups within the study area. Viewer responses to visual changes were inferred from a variety of factors, including view exposures, type of viewer, number of viewers, duration of view, and viewer activities. Viewer exposure includes distance and viewing angle.

Stationary viewers within the study area include adjacent residents and employees and patrons of commercial uses.

- **Commercial Uses:** Various commercial uses are located along Mission Gorge Road and Magnolia Avenue. Future commercial uses are also proposed within the Santee Town Center. Employees and patrons of these facilities would have views of the project site.
- **Residential Uses:** Residential uses are located along the eastern side of Magnolia Avenue (approximately 635 feet east of the project site), to the south along the northern

side of Park Avenue, and to the north of the San Diego River. Depending on the precise location and viewing angle, existing views of the project site consist of vacant land and structures associated with the existing LCDF and Edgemoor Skilled Nursing Facility. Views of the project site are direct for some of the residents located along Magnolia Avenue, and along the southern perimeter of the project site. Views of the project site by residents located to the north of the San Diego River are obscured due to distance (approximately 1,500 feet or 0.3 mile), intervening mature stands of riparian vegetation along the river, and by the RCP Block and Brick commercial operation.

Mobile viewers are observers on a road/highway or recreational/hiking trails. The project site is generally visible by mobile viewers (including motorists, pedestrians, and bicyclists) from five viewpoints: (1) both northbound and southbound lanes along Magnolia Avenue (2) both northbound and southbound Cottonwood Avenue, (3) both eastbound and westbound lanes along Chubb Lane, (4) both northbound and southbound Edgemoor Drive, and (5) both eastbound and westbound Park Avenue.

Key Observation Points

Five key observation points (KOPs) have been identified to represent the range of visual conditions and sensitive views that occur in the project area. KOPs were identified based on the viewshed from which the proposed project is likely to be seen. Based on the topographic and land use patterns, few immediate vantage points of the project site are available because the existing site is set back from major roadways and public viewing areas. Views of the project site from greater distances are generally blocked or limited by existing development and vegetation. The KOPs, including a key to the photo locations and viewsheds, are illustrated in *Figures 3.1-1* through *3.1-6*. The existing viewing conditions at each of the KOPs are described below.

KOP No. 1 - Magnolia Avenue. Magnolia Avenue represents the closest public views of the existing LCDF and project site from the east, and represents views of travelers along Magnolia Avenue, as shown in *Figure 3.1-2*. Views from this KOP are approximately 1,200 feet away due to the presence of intervening vacant land. From this location, the existing LCDF can be seen, although the facility is distant, low-lying, and nearly surrounded by mature trees and landscaping. As a result, the LCDF structures do not stand out visually. Farther west, construction and grading for the City's Riverview Office Park can be seen. The eastern part of the project site (agricultural area) can also be seen from this KOP. The predominant view is of the more distant mountains and hillsides.

KOP No. 2- Mission Gorge Road. As seen in *Figure 3.1-3*, this KOP along Mission Gorge Road (a City-designated local scenic road) provides limited views of the existing LCDF for

travelers along this roadway. The view looking to the north from Mission Gorge Road includes views of the existing LCDF, intervening vacant land, and the adjacent City of Santee Fire Station No. 4. In general, from this KOP, only a small portion of the existing LCDF can be seen. The LCDF is setback approximately 500 feet from Mission Gorge Road. The existing LCDF buildings are low, and they are visually compatible, with the adjacent fire station. In addition, the speed of motorists makes their views brief. Walkers and cyclists have views of longer duration.

KOP No. 3 - Chubb Lane/San Diego River Corridor. *Figure 3.1-4* displays an existing view from Chubb Lane, a public roadway representing the closest public views from the north of the project site. It also represents the views of recreational users of the San Diego River Corridor and trails. The San Diego River Corridor is considered a visually significant resource in the City of Santee General Plan 2020 (City of Santee 2003). The closest viewers along the river would be approximately 800 feet away from LCDF. Views of the existing LCDF include structures, fencing, landscaping, and lighting. The facility is low-lying and depending on the viewer's precise location and viewing angle, intervening stands of riparian vegetation may block or partially block views of the existing LCDF.

KOP No. 4 - Edgemoor Drive. *Figure 3.1-5* shows views from Edgemoor Drive located to the southeast of the existing LCDF. This KOP represents views to the project site from private residences along Park Avenue. These residential uses are located within the City's Town Center Specific Plan area. While this KOP is located approximately 1,000 feet from the existing LCDF, closer views of the project site are afforded by residents along Park Avenue. As shown in the figure, the existing LCDF appears as a low-lying public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. In some locations, the facility's chain link fences and concertina wire can be seen.

KOP No. 5 - Future Office Use. *Figure 3.1-6* shows views from the developing Riverview Office Park located to the immediate west of the existing LCDF. Riverview Office Park is part of Phase 1 of the City's Santee Town Center Specific Plan. KOP No. 5 represents views from future commercial/office developments associated with the office park. These views are the closest and most direct views of the existing LCDF. From this vantage point the existing LCDF's buildings, fencing, and associated facilities can be clearly seen, although mature trees partially block views.

Lighting and Glare

Sources of existing lighting in the project area include the Santee Fire Station, the Santee Transit Center, a shopping center, Edgemoor and the existing LCDF. Surrounding areas currently have lighting associated with nighttime commercial, residential, and school uses. Additional lighting in the area would occur as new uses in the Town Center are developed. Surrounding outdoor

lighting sources include street lighting, building lights, lighting of recreational and business/industrial areas, and illuminated signs.

3.1.1.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for aesthetic impacts are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact to aesthetics would result if the project would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially degrade the existing visual character or quality of the site and its surroundings.
3. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Scenic Vistas/Visual Character

Thresholds for the Determination of Significance

The project would have a significant aesthetic impact if the project would:

- Have a substantial adverse effect on a scenic vista.
- Substantially degrade the existing visual character or quality of the site and its surroundings.

Analysis

As identified above, there are no recognized scenic vistas in the project vicinity, although the City designates the San Diego River corridor as a scenic resource. The impact analysis below is described for each of the five KOPs identified in *Section 3.1.1.1*. The visual simulations of the proposed structures are conceptual in nature, but the location, footprint, and overall dimensions (height, bulk and massing) of the buildings shown in the simulations are based on the proposed site plan (*Figure 1-5*). The visual simulations are not intended to represent the precise architectural detail (such as building articulation, fenestration, etc.) that would ultimately be developed for the project. However, they are sufficiently detailed to show the overall worst case mass and scale of the project for purposes of analyzing effects on views and visual character.

As discussed in *Section 1.2.1.1*, the tallest structures for the proposed LCDF would be two stories ranging in total height from 20 to 35 feet. Perimeter fencing would be 15 feet tall (like the existing fence), and landscape trees would reach approximately 25 feet high or more.

As described in *Chapter 1*, the project includes a conceptual landscape design for all four sides of the perimeter that provides an aesthetically pleasing design that would screen the facility from the surrounding community. Plant material in the landscaped perimeter will be arranged in three zones (A, B, and C), as shown in *Figure 1-6*. Zone A is 10 feet wide, consists of shrubs that will reach 8 to 10 feet in height at maturity, and begins just outside the perimeter patrol zone, which extends approximately 20 feet from the facility's security fence. Trees would be placed in "drifts" (i.e., not aligned in rows) parallel to the security fence within zone B. These drifts would consist of staggered plantings of single species of 8 to 12 trees. Shrubs in this zone would be placed in similar drifts of single species of 18 to 24 plants. In zone C, lower shrubs and groundcovers (12 to 24 inches in height at maturity) would be planted up to a low fence that defines the property boundary.

For the LCDF, a landscape palette will be used that includes evergreen plants from the Town Center Specific Plan Guidelines that would result in year round vegetative screening of the LCDF. Under the proposed landscape plan, trees in 36-inch boxes and approximately 10 feet high would be planted along the entire eastern, western, and northern boundaries outside of the security fence, and along south side perimeter from Cottonwood Avenue to the eastern boundary of the project site. These trees would provide substantial screening at initial planting. This size container is consistent with the Riverview Parkway streetscape and drive entry standards of the Town Center Specific Plan Amendment. Additionally, the trees are expected to reach a height of 25 feet or more within five-years.

KOP No. 1*:* With implementation of the proposed project, travelers along Magnolia Avenue would be able to more clearly see the LCDF since the facility would be closer to the roadway than the existing facility (*Figure 3.1-2*). The project site would be approximately 635 feet from Magnolia Avenue, which would be approximately 625 feet closer than the existing facility. The proposed LCDF would continue to have the appearance of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. Since the project proposes two-story structures, it would be more prominent to viewers from this KOP. However, the project's landscaping would screen views of LCDF structures and fencing. Future planned development of commercial/office uses per the Santee Town Center Specific Plan south of Chubb Lane would block some of the views of the project from Magnolia Avenue, especially from areas farther south along Magnolia Avenue. When compared to existing views of the project site, including views of the existing LCDF, the proposed project's overall visual

character would not change substantially because the project is an expansion of an existing use, would be limited in height and scale, and would be screened by landscaping. Therefore, the project would not adversely affect a scenic vista from KOP No. 1, and the project would not substantially degrade the existing visual character or quality of the site or surroundings. For these reasons, scenic vista and visual character impacts from KOP No.1 would be less than significant. It should also be noted that development of the intervening commercial/office uses associated with the Santee Town Center would further obscure views of the project.

KOP No. 2: As shown in *Figure 3.1-3*, once the proposed project is constructed, travelers along Mission Gorge Road would be able to see the project, more so than under existing conditions. Prior to development of the City's Town Center Specific Plan commercial uses, the view looking to the north from Mission Gorge Road would still include the existing intervening vacant land, and the adjacent City of Santee Fire Station No. 4. Only a portion of the proposed LCDF would be visible from this KOP. The proposed LCDF would continue to have the overall visual character of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. The project would be set back from Mission Gorge Road (approximately 600 feet), and would largely be visually compatible with the adjacent fire station. The speed of motorists would allow only quick views of project. Perimeter landscaping of the project would be provided, which would screen the proposed buildings, and blend with existing surrounding landscaping, thereby reducing the net visual effect of the project. Consequently, the project would not substantially degrade the existing visual character or quality of the site or surroundings, and impacts would be less than significant. It should also be noted that once the commercial uses are built in accordance with the Town Center Specific Plan, the LCDF would not be visible from this KOP.

KOP No. 3: Views of the proposed project and project site would be more prominent from this KOP, since the project would extend the detention facility to the north and east (*Figure 3.1-4*). Views from this KOP would include views of future Riverview Parkway and the LCDF facility to the south of Riverview Parkway. However, the proposed LCDF would continue to have the overall visual character of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. Travelers on Chubb Lane and users of the San Diego River Corridor and trails would have views of the proposed project, although project landscaping would screen the buildings and structures.

The City's Town Center Specific Plan Amendment requires landscaping (including trees) along Riverview Parkway. Landscaping will be planted along one side of Riverview Parkway in conjunction with the County's construction of the two-lane cul-de-sac west from Magnolia Avenue. This landscaping would provide additional screening of views of the LCDF from this KOP.

Therefore, the project would not substantially degrade the existing visual character or adversely affect a scenic vista, and the impact on views from KOP No. 3 would be less than significant.

It should also be noted that buildout of the City's Town Center Specific Plan would substantially reduce the visibility of the project for some viewers along Chubb Lane and the river corridor. The commercial/office uses proposed under the City's Specific Plan Amendment would partially block the view of the project. Also, as noted above the City's Town Center Specific Plan Amendment requires landscaping (including trees) along both sides of Riverview Parkway. This landscaping would provide additional screening of views of the LCDF from this KOP.

KOP No. 4: Private residences along Park Avenue would have much closer views of the proposed project given their proximity to the site (*Figure 3.1-6*). The undeveloped lands to the east of the existing LCDF would be developed with the proposed project, and hence no intervening undeveloped land would remain between some of the residences along Park Avenue and the project site. However, the proposed project would retain the overall visual character of a public institutional facility, with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. In addition, project landscaping would screen the proposed buildings. Therefore, while the project would be visible to viewers from this location, the overall visual character or quality of the site would not be substantially degraded because the type of use would not change and project landscaping would screen views of the proposed structures. The project would not substantially degrade the existing visual character or adversely affect a scenic vista, and impacts of views from KOP No. 4 would be less than significant.

KOP No. 5: Once the Riverview Office Park and LCDF project are constructed, the office development would have views of the new LCDF (*Figure 3.1-6*). However, the proposed project would retain the overall visual character of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. In addition, the proposed LCDF would be surrounded by perimeter security fencing and substantial landscaping to screen the project. Therefore, while the project would visible to viewers from this location, the overall visual character or quality of the site would not be substantially degraded because the type of use would not change and the project landscaping would screen views of the proposed structures. The project would not substantially degrade the existing visual character or adversely affect a scenic vista and impact of views from KOP No. 5 would be less than significant.

Overall, the project would not adversely affect a scenic vista and would be screened with substantial landscaping. Impacts would therefore be less than significant.

<u>Scenic Resources</u>

Thresholds for the Determination of Significance

The project would have a significant aesthetic impact if the project would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Analysis

As identified above in *Section 3.1.1.1*, no state scenic highways have views to the site, although Mission Gorge Road is a local scenic road designated by the City. The LCDF project site includes the existing LCDF and vacant land. No scenic resources are onsite, and none have been identified by the Santee General Plan 2020 or City Town Center Specific Plan as occurring in the vicinity. As such, implementation of the proposed project would not cause substantial damage to scenic resources, and therefore no impacts would result. Also refer to the above analysis for KOP No. 2 (from Mission Gorge Road).

Lighting and Glare

Thresholds for the Determination of Significance

The project would have a significant aesthetic impact if the project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Analysis

As with the existing LCDF, the proposed project would have different areas requiring different light levels for security purposes. These areas would include the parking lots, housing clusters and court yards. Lighting for security purposes is described in *Section 1.2.1.4.* Expansion of the LCDF would not change the character or intensity of lighting from what is used for existing LCDF buildings and facilities, but the new facility would be larger.

Santee Municipal Code section 17.24.030(A) and (B) regulates outdoor lighting for parking areas. These code sections read as follows:

> "Lights provided to illuminate any parking facility or paved area shall be designed to reflect away from residential uses and motorists. It is the intent to maintain light standards in a low-profile design and to be compatible with the architectural design. Light standards shall not exceed fifteen feet in overall height from the finished grade of the parking facility except that light standards up to

> twenty-five feet in height may be permitted if it is determined by the Director that the size of the parking area and site design warrant a taller light standard. Illumination onto adjacent properties shall comply with the Performance Standards contained in Chapter 17.30 of this Title."
>
> "All public parking areas shall be adequately lighted. All lighting shall be designed and adjusted to reflect away from any road or street, and away from any adjoining premises. All lights and illuminated signs shall be shielded or directed so as to not cause glare on adjacent properties or to motorists."

While the City's code does not apply to the proposed project, the lighting in the proposed project's parking lots will be consistent with the standards in the code.

Lighting throughout the project would emit a white light (e.g., Metal Halide) that provides good color rendition. Color rendition is important for effective monitoring and recording of individual inmates and their actions in the outdoor areas. The recordings can be used as evidence in the prosecution of crimes that occur inside the facility. Also, it is easier to control the light distribution of white lighting because the fixtures are typically smaller than those used for other types of lighting.

As stated in *Section 1.2.1.4*, the proposed fixtures would be vandal-proof and would have pole heights similar to those in the existing LCDF. Two main fixture types are proposed. The first is a horizontally mounted, heavy gauge aluminum rectilinear pole mounted fixture with a maximum height of 23 feet above finished grade, which is similar to the height of the poles at the existing LCDF. The second is a horizontal fixture mounted on the buildings at a maximum height of 15 feet above finished grade. This height will help to minimize light spill onto adjacent properties. All outdoor fixtures would be fully shielded to further reduce light spill onto adjacent properties. Fully shielded means a light fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a defusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal as determined by photometric test or certified by the manufacturer. Any structural part of the light fixture providing this shielding will be permanently affixed. Fixtures will be mounted such that no light is emitted above the horizontal plane.

Because the parking lot lighting would comply with the standards of the City's Municipal Code, and all outdoor lighting would be fully shielded, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts would be less than significant.

3.1.1.3 Cumulative Impact Analysis

The land uses in the vicinity are generally single family-residential development and large areas of developing commercial associated with the Santee Town Center with some pockets of open space along the San Diego River. Projects in the vicinity of the proposed project considered for the analysis of cumulative aesthetics impacts are mapped on *Figure 1-8* and listed in *Section 1.7*. From the list of cumulative projects, the mixed use and office/commercial development associated with the City of Santee's Town Center Specific Plan were included as the study area for cumulative aesthetics impacts. These projects include Riverview Office Park and other development associated with the Santee Town Center Specific Plan Amendment. Also, the San Diego River Restoration project and the Town Center Community Park Phase 2 project were included in the study area. This study area was chosen because these projects have the potential to contribute to cumulative aesthetics impacts given their proximity to the proposed LCDF project, especially within the City's Town Center Specific Plan area. However, the proposed project combined with other projects in the cumulative study area would not substantially change the visual environment. It would continue to be mainly urban development and undeveloped land adjacent to the San Diego River. The project would contribute additional urban development in the area. The project's aesthetic appearance would be similar to adjacent land uses in terms of building character, size, height and color (refer to *Section 3.1.1.2*). Cumulative development would not cause a substantial cumulative degradation in visual quality or a substantial impediment to scenic views because it would not result in a substantial change to the visual character of the surrounding area. Therefore, cumulative impacts related to visual quality are not substantially adverse.

3.1.1.4 Significance of Impacts

As identified above in *Section 3.1.1.2*, aesthetics impacts would be less than significant.

3.1.1.5 Conclusion

No significant aesthetics impacts were identified and no mitigation measures are warranted.

3.1.2 Agricultural Resources

This section presents a discussion of agricultural resources that would be affected by the proposed project. Impacts to farmland were analyzed using the Local Agricultural Resource Assessment (LARA) Model, which is the County's basis for rating the relative quality of agricultural land resources based upon specific measurable features. Additional information regarding the LARA model is provided in *Appendix H*.

3.1.2.1 Existing Conditions

Prime Farmland and Soil Suitability

The California Department of Conservation (CDC), Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to provide consistent, timely, and accurate data for identifying California's agricultural land resources. According to the FMMP, the project site is designated as grazing lands and urban and built up lands, which are categories of "Important Farmlands" designated by the CDC (CDC 1994; see *Figure 3.1-7*).

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965, also known as the Williamson Act, gave the authority to local governments to sign contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments because they are based upon farming and open space uses as opposed to full market value. Based on a review of Williamson Act data, there are no Williamson Act contract lands located within the project site, its zone of influence or its surrounding area (CDC 2004).

Onsite Agriculture

Agriculture and grading/discing for weed control has impacted most of the undeveloped portions of the project site. The Future Farmer's of America (FFA) program at El Capitan High School currently grows oat and hay and seasonally discs areas to the east and northeast of the existing LCDF. The El Capitan FFA program provides agricultural educational activities for students. The areas used by the FFA program are mapped as agriculture in the Biological Resources discussion of this EIR, (*Section 2.3, Figure 2.3-1*). The FFA lease with the County is expired, however the property is currently being used without a lease. Portions of the center of the property have been disced or scraped in the past, and are currently covered by weeds.

Surrounding Agricultural Uses

As mentioned above there are no CDC-designated important farmlands or agricultural uses in the surrounding vicinity of the project site (CDC 1994). The only known existing agricultural uses are those areas described above that are farmed by the FFA for oat and hay. No other existing agricultural uses are known to occur within the project's surrounding vicinity.

3.1.2.2 Analysis of Project Effects and Determination as to Significance

The significance thresholds for agricultural impacts are based on criteria provided in Appendix G of the State CEQA Guidelines, and the County's LARA Model. These thresholds are intended to ensure conformance with existing regulatory standards, as well as to provide both adequate evaluation of potential impacts to agricultural resources, and protection of such resources where appropriate. A significant impact to agricultural resources would result if any of the following are met:

1. The project site has important agricultural resources as defined by the LARA Model and the project would result in the conversion of agricultural resources that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance, as defined by the FMMP; and as a result, the project would substantially impair the ongoing viability of the site for agricultural use.
2. The project proposes a non-agricultural land use within one-quarter mile of an active agricultural operation or land under a Williamson Act Contract (Contract) and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use;
3. The project proposes a school, church, day care or other use that involves a concentration of people at certain times within one mile of an agricultural operation or land under Contract and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use;
4. The project would involve other changes to the existing environment, which due to their location or nature, could result in the conversion of offsite agricultural resources to a non-agricultural use or could adversely impact the viability of agriculture on land under a Williamson Act Contract.
5. The project conflict(s) with a Williamson Act Contract or the provisions of the California Land Conservation Act of 1965 (Williamson Act).

Impacts to Important Onsite Agricultural Resources

Thresholds for the Determination of Significance

The project would have a significant impact on agricultural resources if the project site has important agricultural resources as defined by the LARA Model, and the project would result in the conversion of agricultural resources that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance, as defined by the FMMP; and as a result, the project would substantially impair the ongoing viability of the site for agricultural use.

Analysis

An analysis using the LARA model has been performed for the proposed project and is provided as *Appendix H* to this EIR. The LARA model takes into account three required factors (water availability, climate, and soil quality) and three complementary factors (surrounding land uses, land use consistency and topography) and rates each value independently and cumulatively. *Table 3.1.2-1* provides a summary of the LARA model results for each of the six factors.

Table 3.1.2-2 identifies six "scenarios" of various combinations of ratings for the six factors evaluated in the LARA model. These scenarios are then used for determining importance of an agricultural resource. According to the results of the analysis, the project site falls under Scenario 6, and is not an important agricultural resource. It should also be noted that the project site does not contain soils that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance. Because the site does not meet any of the identified criteria for determining a significant agricultural resource, impacts would be less than significant.

Indirect Impacts to Agricultural Resources

Thresholds for the Determination of Significance

The project would have a significant impact on agricultural resources if:

- The project proposes a non-agricultural land use within one-quarter mile of an active agricultural operation or land under a Williamson Act Contract (Contract) and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use;
- The project proposes a school, church, day care or other use that involves a concentration of people at certain times within one mile of an agricultural operation or land under

Contract and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use; or

- The project would involve other changes to the existing environment, which due to their location or nature, could result in the conversion of offsite agricultural resources to a non-agricultural use or could adversely impact the viability of agriculture on land under a Williamson Act Contract.

Analysis

The onsite agricultural uses consist of planting and tilling conducted by the El Capitan High School FFA. The FFA lease with the County expired, and the property is being used without a lease. The project proposes uses that would involve a concentration of people within one mile of an agricultural operation. However, since the lands containing agricultural operations are used for temporary educational purposes, and there are no important farmlands, or land use or zoning designations for agricultural uses, impacts from the conversion of this use are less than significant.

The project site and its surrounding land have not been classified or designated as sites that consist of important agricultural resources. The agricultural activities known to occur onsite are performed for educational purposes and do not constitute an economically viable agricultural resource. No offsite agricultural uses or Williamson Act Contracts would be affected. Therefore, impacts would be less than significant.

Conflict with Agricultural Zoning and Williamson Act Contracts

Thresholds for the Determination of Significance

The project would have a significant impact on agricultural resources if it conflict(s) with a Williamson Act Contract (Contract) or the provisions of the California Land Conservation Act of 1965 (Williamson Act).

Analysis

The project site is currently zoned for Town Center Specific Plan uses (City of Santee 2006a). In addition, the land surrounding the project site is either designated for Town Center development or park and open space uses. There are no agriculturally zoned lands located within the project site or its surrounding vicinity. In addition, there are no Williamson Act Contract lands located

within the project site or within the vicinity of the site. Therefore, no impacts would result from the implementation of the proposed project.

3.1.2.3 Cumulative Impact Analysis

The proposed project would not result in any impacts to important agricultural lands and therefore would not contribute to the loss of important farmlands. Because cumulative impacts to agricultural resources are related to both local (i.e., City of Santee area) as well as regional and statewide economic factors (i.e., presence on land designated for agriculture under the Williamson Act), the LARA model incorporates these factors to determine the project's ultimate cumulative impact to agricultural resources. The LARA model analysis also includes consideration of surrounding land uses and compatibility of the project with surrounding agriculture and farmland. Based on the conclusions of the LARA model provided in *Appendix H*, the project site falls under Scenario 6, which indicates that at the project and cumulative levels, the project site does not consist of an important agricultural resource. The continuing urbanization of the Santee area, San Diego County and the state of California is resulting in a cumulative reduction in agricultural land. However, because the project would not impact agricultural resources, no cumulatively significant impacts would result from cumulative projects.

3.1.2.4 Significance of Impacts

The proposed project would not result in any significant impacts to agricultural resources.

3.1.2.5 Conclusion

The proposed project would not result in significant impacts to agricultural resources, and no mitigation measures would be required.

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3.1.3 Air Quality

This section evaluates impacts to air quality which would potentially occur as a result of implementation of the proposed project. Air emissions calculations performed by Scientific Resources Associated (SRA) are included in *Appendix I* of this EIR.

3.1.3.1 Existing Conditions

Climate and Meteorology

The project site is located in the San Diego Air Basin (SDAB). The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

Subsidence inversions occur during the warmer months as descending air associated with the Pacific high pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions produce ozone, commonly known as smog.

Regulatory Setting

Under the authority of the Clean Air Act (CAA) and its amendments, the United States Environmental Protection Agency (USEPA) regulates air quality of specific pollutants as defined by ambient air concentrations through the National Ambient Air Quality Standards (NAAQS). EPA established the NAAQS for certain concentrations of six criteria pollutants in the ambient air. The criteria pollutants are nitrogen dioxides, sulfur oxides, lead, ozone (O_3), carbon monoxide, and particulate matter. The USEPA has established both primary and secondary standards for these criteria pollutants. Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere.

The CAA allows states to adopt ambient air quality standards (AAQS) and other regulations provided they are at least as stringent as federal standards. The California Air Resources Board (CARB) has established the more stringent California Ambient Air Quality Standards (CAAQS)

for the six criteria pollutants through the California Clean Air Act of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant. *Table 3.1.3-1* presents a summary of the AAQS adopted by the federal and California Clean Air Acts. *Table 3.1.3-2* provides a summary of health effects from the major criteria air pollutants.

CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. CARB reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop a strategy for achieving the NAAQS and CAAQS. The local air districts have the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations.

In the SDAB, the San Diego Association of Governments (SANDAG) and the San Diego Air Pollution Control District (APCD) are responsible for developing and implementing the clean air plan for attainment and maintenance of the AAQS. The San Diego County Regional Air Quality Standards (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was most recently updated in 2004, and there are no pending updates. The RAQS outlines APCD's plans and control measures designed to attain the state air quality standards for O_3. The APCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act for areas that are out of attainment with air quality standards. In 2003, the SDAB was redesignated as an O_3 attainment area for the one-hour NAAQS for ozone. The APCD has developed a plan to attain and maintain the NAAQS for ozone in its *Eight Hour Ozone Attainment Plan for San Diego County* (APCD 2007), which presents emission inventories, emission control measures, and an attainment demonstration conducted for the SDAB. The SDAB is in attainment for the NAAQS for all other criteria pollutants. The SDAB is currently classified as a nonattainment area under the CAAQS for O_3 and fugitive dust, particulates of matter smaller than 10 microns (PM_{10}).

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the general plans and SANDAG's growth forecasts would be consistent with the RAQS and the SIP. In the

event that a project would propose development which is less dense than anticipated with regional growth forecasts, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in SANDAG's growth projections, the project might be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality. The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin.

Existing Air Quality/Attainment Status

The CARB designates those portions of the State where federal or state ambient air quality standards are not met as nonattainment areas. *Table 3.1.3-3* summarizes the air quality attainment status for the SDAB. As discussed above, where a pollutant exceeds standards, the federal and State Clean Air Acts require air quality management plans that demonstrate how the standards will be achieved. These laws also provide the basis for the implementing agencies to develop mobile and stationary source performance standards.

Historically, violations of federal and state ambient air quality standards for ozone, particulate matter, and CO have occurred throughout San Diego County. Since the early 1970s, substantial progress has been made toward controlling these pollutants. Although some air quality improvements have occurred, violations of ambient air quality standards for particulate matter and ozone are persistent.

Toxic Air Contaminants

Toxic air contaminants (TACs) refer to a category of air pollutants that pose a present or potential hazard to human health, but which tend to have more localized impacts than criteria pollutants. The CARB recently identified diesel particulate matter as the predominant TAC in California. Diesel particulate matter is emitted into the air via mobile vehicles that are diesel powered. Such vehicles include heavy-duty diesel trucks, construction equipment, and passenger cars. Certain reactive organic gasses (ROGs) may also qualify as TACs. Because no safe level of emissions can be established for TACs region wide, the regulation of toxic air pollutants is based on the levels of cancer risk.

In its annual *Almanac*, the CARB publishes information on ambient concentrations of TACs measured in each major air basin. Excluding diesel particulates, the CARB has measured a decrease in overall excess cancer risks in the SDAB of approximately 50 percent over the ten-year period from 1994 through 2003, with the average excess cancer risk in the SDAB estimated

at 148 in a million. Diesel particulate risks were estimated at 420 in a million for the year 2000 (CARB 2005).

Global Climate Change

According to CEQA Guidelines Section 15002(a)(1), one of the basic purposes of CEQA is to, "inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities." Although a discussion of global warming impacts is not currently required by the CEQA Statutes or Guidelines, it is the view of the State Legislature (as expressed in its adoption of AB 32, the California Global Warming Solutions Act of 2006) that global warming poses significant adverse effects to the environment of the state of California and the entire world. In addition, the global scientific community has expressed very high confidence (i.e., at least 90%) that global warming is anthropogenic, i.e., caused by humans, and that global warming will lead to adverse climate change effects around the globe (IPCC 2007a). Consequently, the potential global warming impacts that may occur during implementation of the proposed project are analyzed below.

Global climate change is a problem caused by combined worldwide greenhouse gas (GHG) emissions, and mitigating global climate change will require worldwide solutions. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which could have otherwise escaped to space. Prominent GHGs contributing to this process include water vapor, carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), ozone, and certain hydroflurocarbons. This phenomenon, known as the "greenhouse effect" keeps the Earth's atmosphere near the surface warmer than it would be otherwise and allows for successful habitation by humans and other forms of life. Increases in these gases lead to more absorption of radiation and warm the lower atmosphere further, thereby increasing evaporation rates and temperatures near the surfaces. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and to contribute to what is termed "global warming," a trend of unnatural warming of the Earth's natural climate. Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants (such as ozone precursors) and toxic air contaminants (TACs), which are pollutants of regional and local concern.

The Intergovernmental Panel on Climate Change (IPCC) has been established by the World Meteorological Organization and United Nations Environment Programme to assess scientific, technical, and socio-economic information relevant to understand climate change, its potential impacts and options for adaptation and mitigation. The IPCC predicts substantial increases in temperatures globally of between 1.1 and 6.4 degrees Celsius (depending on scenarios) (IPCC 2007a).

Climate change could impact the natural environment in California in, among others, the following ways:

- rising sea levels along the California coastline, particularly in the lagoon and bay areas in San Diego County due to ocean expansion;
- extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- an increase in heat-related human deaths, infectious diseases and a higher risk of respiratory problems caused by deteriorating air quality;
- reduced snowpack and streamflow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- redistribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

These changes in California's climate and ecosystems are occurring at a time when California's population is expected to increase from 34 million to 59 million by 2040 (CEC 2005).

As such, the number of people potentially affected by climate change as well as the amount of anthropogenic GHG emissions expected under a "business as usual" scenario are expected to increase. Similar changes as those noted for California would also occur in other parts of the world with regional variations in resources affected and vulnerability to adverse effects.

GHG emissions in California are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors (CEC 2006), as well as natural processes.

Federal Climate Change Policy

Twelve U.S. cities and states (including California), in conjunction with several environmental organizations, have filed a lawsuit to force USEPA to regulate GHGs as a pollutant pursuant to the Clean Air Act (CAA) (Massachusetts vs. Environmental Protection Agency et al., argued November 29, 2006—decided April 2, 2007). The court ruled that the plaintiffs had standing to sue, that GHGs fit within the CAA's definition of a pollutant, and that USEPA's reasons for not

regulating GHGs were insufficiently grounded in the CAA. Despite the Supreme Court ruling, no federal regulations have been promulgated to date limiting GHG emissions.

The United States has opted for a voluntary and incentive-based approach toward emissions reduction in lieu of the Kyoto Protocol's mandatory framework. The Climate Change Technology Program (CCTP) is a multi-agency research and development coordination effort (which is led by the Secretary of Energy and Commerce) that is charged with carrying out the President's National Climate Change Initiative (CCTP, 2006).

There is a general scientific consensus that global climate change is occurring, caused in whole or in part by increased GHG emissions that keep the earth's surface warm by trapping heat within the atmosphere (USEPA 2000), in much the same way as glass does in a greenhouse. While many studies show evidence of warming over the last century and predict future global warming, the causes of such warming and its potential effects are far less than certain.[1] In its "natural" condition, the greenhouse effect is responsible for maintaining a habitable climate on Earth, but human activity has caused increased concentrations of these gases in the atmosphere, thereby contributing to an increase in global temperatures.

USEPA has recently concluded that scientists know with virtual certainty that:

- Human activities are changing the composition of Earth's atmosphere. Increasing levels of GHGs like CO_2 in the atmosphere since pre-industrial times are well documented and understood;
- The atmospheric buildup of CO_2 and other GHGs is largely the result of human activities such as the burning of fossil fuels;
- A warming trend of approximately 0.7 to 1.5 degrees Fahrenheit occurred during the 20th century. Warming occurred in both the northern and southern hemispheres and over the oceans; and
- The major GHGs emitted by human activities remain in the atmosphere for periods ranging from decades to centuries. It is therefore virtually certain that atmospheric concentrations of GHGs will continue to rise over the next few decades.

At the same time, there is much uncertainty concerning the magnitude and rate of the warming. Specifically, USEPA notes that important scientific questions remain about how much warming will occur, how fast it will occur, and how the warming will affect the rest of the climate system,

[1] "Global climate change" is a broader term used to describe any worldwide, long-term change in the earth's climate. "Global warming" is more specific and refers to a general increase in temperatures across the earth, although it can cause other climatic changes, such as a shift in frequency and intensity of weather events and cooler temperatures even though the world, on average, is warmer.

including precipitation patterns and storms. Answering these questions will require advances in scientific knowledge in a number of areas, including the following:

- Improving understanding of natural climatic variations, changes in the sun's energy, land use changes, the warming or cooling effects of pollutant aerosols, and the impacts of changing humidity and cloud cover;
- Determining the relative contribution to climate change of human activities and natural causes;
- Projecting future GHG emissions and how the climate system will respond within a narrow range;
- Improving understanding of the potential for rapid or abrupt climate change (USEPA 2000); and
- GHGs.

Carbon dioxide, methane (CH_4), nitrous oxide (N_20), O_3, and water vapor (H_20) are the principal GHGs, and when concentrations of these gases exceed the natural concentrations in the atmosphere, the greenhouse effect may be enhanced. Without these GHGs, Earth's temperature would be too cold for life to exist. CO_2, CH_4, and N_2O occur naturally as well as through human activity. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, with much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6), which are by-products of certain industrial processes (CEC 2005).

State Climate Change Policy

Global Warming Solutions Act of 2006 (AB 32)

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this executive order is to reduce California's GHG emissions to 1) 2000 levels by 2010, 2) 1990 levels by the 2020, and 3) 80 percent below the 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), also known as the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emission reduction goals while further mandating that the California Air Resources Board (CARB) create a plan that includes market mechanisms and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

CARB identified the early actions listed below in its April 20, 2007, report (CARB 2007):

Group 1—Three new GHG-only regulations are proposed to meet the narrow legal definition of "discrete early action greenhouse gas reduction measures" in Section 38560.5 of the Health and Safety Code. These include the governor's low-carbon fuel standard, a reduction in refrigerant losses from motor vehicle air-conditioning maintenance, and increased methane capture from landfills. These actions would eliminate 13 to 26 million metric tons of carbon dioxide equivalent (CO_2e) annually by 2020 relative to projected levels.[2] If approved for listing by the governing board, these measures would be brought to a hearing in the next 12 to 18 months and take legal effect by January 1, 2010. These actions would influence GHG emissions associated with vehicle fuel combustion and air-conditioning maintenance but would not affect project site design or implementation otherwise.

Group 2—CARB is initiating work on 23 GHG reduction measures for the 2008–2009 timeframe, with rulemaking to occur as soon as possible, where applicable. These GHG measures relate to the following sectors: agriculture, commerce, education, energy efficiency, fire suppression, forestry, oil and gas, and transportation.

Group 3—CARB has identified 10 conventional air pollution control measures that are scheduled for rulemaking in the 2008–2009 timeframe. These control measures are aimed at criteria and toxic air pollutants but will have concurrent climate co-benefits through reductions in carbon dioxide (CO_2) or non-Kyoto pollutants (i.e., diesel particulate matter, other light-absorbing compounds, and/or ozone precursors) that contribute to global warming.

With the exception of the low-carbon fuel standard, none of the Group 1 measures relate specifically to construction or operation of the proposed project. The measures set forth in proposed Groups 2 and 3 could become effective during implementation of this project and could pertain to construction-related equipment operations or specific facility design. The following measures from Groups 2 and 3 could be implemented:

- CARB Measure 2-6—Education: Guidance/protocols for local governments to facilitate GHG emissions reductions;
- CARB Measure 2-9—Energy Efficiency: Light-colored paving, cool roofs, and shade trees;

[2] Greenhouse gas emissions other than carbon dioxide are commonly converted into carbon dioxide equivalents, which take into account the different global warming potentials of different gases. This allows for the summation of different greenhouse gas emissions into a single total.

However, these measures have not yet been adopted. While some proposed measures have already been developed, some will require additional effort to evaluate and quantify, some will require new legislation to implement, and some will require subsidies.

The California Energy Commission (CEC), in consultation with CARB and the California Public Utilities Commission, is currently establishing a GHG emission performance standard for local, publicly owned electric utilities (pursuant to Senate Bill No. 1368). On August 31, 2006, the California Senate passed SB 1368 (signed into law on September 29, 2006), which requires the Public Utilities Commission (PUC) to develop and adopt a "greenhouse gasses emission performance standard" by February 1, 2007, for the private electric facilities under its regulation. The PUC adopted an interim standard on January 25, 2007 for the local publicly-owned electric facilities under its regulation. These standards apply to all long-term financial commitments entered into by electric utilities (California SB 2006). The California Energy Commission (CEC) was required to adopt a consistent standard by June 20, 2007. However, this date was missed, and CEC will address the concerns of the Office of Administrative Law (OAL) and resubmit the rulemaking as soon as possible. The rulemaking then must be approved by the OAL before it can take effect. This standard will limit the rate of GHG emissions to a level that is no higher than the rate of GHG emissions for combined-cycle natural gas baseload generation.

Assembly Bill 1493

On July 1, 2002, the California Assembly passed Assembly Bill (AB) 1493 (signed into law on July 22, 2002), requiring CARB to "adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." The regulations were to be adopted by January 1, 2005, and apply to 2009 and later model-year vehicles. In September 2004, CARB responded by adopting "CO_2e fleet average emission" standards. The standards will be phased in from 2009 to 2016, reducing emissions by 22 percent in the "near term" (2009–2012) and 30 percent in the "mid-term" (2013–2016), as compared to 2002 model-year fleets.

Senate Bill 97

Senate Bill 97, signed in August 2007, directs the State Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, by July 1, 2009. The Resources Agency is required to certify and adopt those guidelines by January 1, 2010.

3.1.3.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for air quality impacts are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact to air quality would result if the project would:

1. Conflict or obstruct the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the SIP.
2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. Result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, oxides of nitrogen (NO_X) and volatile organic compounds (VOCs).
4. Expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations.
5. Create objectionable odors affecting a substantial number of people.
6. Conflict with the state goal of reducing GHG emissions in California 30% below "business as usual" by the year 2020 as set forth by the timetable established in AB 32, California Global Warming Solutions Act of 2006.

Obstruct or Conflict with Applicable Air Quality Plan

Thresholds for the Determination of Significance

The project would have a significant air quality impact if it would conflict or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP.

Analysis

The proposed LCDF project includes both construction (including demolition of the existing LCDF facilities) and operational impacts. During project construction, dust control measures (such as watering during grading, stabilization of dirt storage piles, use of sweepers, termination of grading when winds reach 25 mph, and hydroseeding) which are in compliance with strategies in the RAQS and SIP for attaining and maintaining air quality standards, would be applied. Therefore, project construction activities would not conflict or obstruct the implementation of the RAQS or applicable portions of the SIP.

The LCDF project is designed to replace the existing facility and accommodate the County's needs for a new women's detention facility. As discussed in *Section 3.1.4*, the proposed project

is exempt from the City of Santee's General Plan, Specific Plan, Zoning Code and other regulations. Therefore, the proposed project would not conflict with the City's land use plans and regulations; the project also would not substantially alter or introduce new land uses. The project does not include development of new homes or businesses and therefore, as further discussed in *Section 3.1.6* and *Section 1.8,* would not induce population growth in the SDAB. The project would not conflict with SANDAG growth projections or conflict with or obstruct implementation of the RAQS or SIP; therefore, impacts would be less than significant.

Violate an Existing Air Quality Standard

Thresholds for the Determination of Significance

Air quality impacts would be potentially significant if the project would:

- Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or
- Result in a cumulatively considerable net increase of PM10 or exceed quantitative thresholds for O3 precursors, oxides of nitrogen (NOX) and VOCs as shown in Table 3.1.3-4.

Analysis

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or (b) result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, oxides of nitrogen (NO_X) and VOCs, project emissions are evaluated based on the quantitative emission thresholds established by the San Diego APCD. As part of its air quality permitting process, the APCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). The County of San Diego has also adopted the South Coast Air Quality Management District's (SCAQMD's) screening threshold of 55 pounds per day or 10 tons per year as a significance threshold for $PM_{2.5}$.

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. The screening thresholds are included in *Table 3.1.3-4.*

In the event that emissions exceed these screening-level thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the State and Federal Ambient Air Quality Standards, including appropriate background levels. For nonattainment pollutants (ozone, with ozone precursors NO_x and VOCs, $PM_{2.5}$ and PM_{10}), if emissions exceed the thresholds shown in *Table 3.1.3-4*, the project could

have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

Construction Emissions

Based on the general type and size of the proposed facilities, construction activities were estimated to occur over a period of 36 months. These activities would be short-term and temporary. Construction emissions would come from heavy equipment exhaust, construction-related trips by workers, material-hauling trucks, and associated fugitive dust generations from clearing, grading, and trenching activities.

Air pollutant emissions during construction would principally consist of fugitive particulate matter (dust) generated from demolition, site preparation and grading, travel on unpaved surfaces and material handling; and exhaust emissions from mobile diesel and gasoline-powered construction equipment. Although some pieces of equipment could be powered electrically, each piece of heavy equipment would be a source of exhaust emission and much of the equipment would be operating simultaneously. *Section 1.2.1.6* describes the various equipment that would be used during construction. Peak day construction estimates for project construction are presented in *Table 3.1.3-5*.

The principal pollutants of concern would be nonattainment pollutants, which include particulate matter (PM_{10} and $PM_{2.5}$), and ozone precursor emissions reactive organic gases (ROG) and NO_x. As shown in *Table 3.1.3-5*, total daily peak construction emissions are not anticipated to exceed identified significance thresholds, and would not violate air quality standards. Therefore, impacts due to construction emissions would be less than significant.

Operational Emissions

For any non-industrial land use, the greatest operational project-related air quality concern derives from the mobile source (vehicular) emissions that would be generated. For the LCDF project, vehicular emissions would be generated by LCDF project employees, service vehicles, inmate trips to court sites, and prison visitors. The project traffic study estimates that a net increase in 616 beds (from 600 existing beds at the current LCDF, to 1,216 beds proposed as part of the proposed project) would result in a net increase in daily trips of 1,312. Using a typical trip length of approximately 7.4 miles per trip, as estimated by the URBEMIS model, the project may add approximately 9,700 vehicle miles traveled (VMT) to regional traffic.

The regional air emissions resulting from project implementation can be calculated by utilizing the current emissions model for development projects, URBEMIS Model Version 9.2.2 (Rimpo

and Associates 2007). The model was run based on the default vehicle mix for San Diego County, assuming a mix of commuting and visitor vehicles, and also accounting for delivery trucks and transport vans. Emissions associated with energy use were estimated based on the proposed square footage of the project as summarized in *Section 1.0*. These calculations are summarized in *Table 3.1.3-6*. Project operation would result in approximately 118.48 pounds per day of carbon monoxide (CO), 21.12 pounds of nitrogen oxides (NO_x), 16.32 pounds per day ROG, 16.78 pounds per day of PM_{10}, and 3.28 pounds per day of $PM_{2.5}$ to the basinwide pollution burden. These emission estimates represent net emissions increases above emissions associated with operation of the existing LCDF. Continued emissions reduction from the retirement of older, polluting cars will slightly reduce the overall project regional emissions impact over time, but substantial reductions will not occur until gasoline/diesel powered vehicles are replaced by low- or zero-emitting vehicles.

As mentioned above, operation emissions generated by the proposed project would be primarily associated with vehicle trips generated by the project. As shown in *Table 3.1.3-6*, projected emissions would not exceed the screening thresholds and therefore project operation would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would therefore be less than significant for operational impacts.

Sensitive Receptors

Thresholds for the Determination of Significance

The project would result in a significant air quality impact if it exposes sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations.

Air quality regulators typically define sensitive receptors as schools, hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. However, for the purpose of CEQA analysis, the County of San Diego definition of "sensitive receptors" includes residences (County of San Diego 2007). The two primary emissions of concern for impacts to sensitive receptors are CO and diesel particulate matter.

In addition, project impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or Hazardous Air Pollutants (HAPs). In San Diego County, the County Department of Planning and Land Use identifies an excess cancer risk level of 1 in 1 million or less for projects that do not implement Toxics Best Available Control Technology (T-BACT), and an excess cancer risk level of 10 in 1 million or less for projects that do implement T-BACT. The significance threshold for non-cancer health effects is a

health hazard index of one or less. These significance thresholds are consistent with the San Diego Air Pollution Control District's Rule 1210 requirements for stationary sources. If a project has the potential to result in emissions of any TAC or HAP which result in a cancer risk of greater than 1 in 1 million without T-BACT, 10 in 1 million with T-BACT, or health hazard index of one or more, the project would be deemed to have a potentially significant impact. Also, any project which has the potential to directly impact a sensitive receptor located within 1 mile and results in a health risk greater than the significance thresholds discussed above would be deemed to have a potentially significant impact.

Analysis

Carbon Monoxide (CO) Hot Spots

Sensitive receptors located near the project site include residential and school uses. Existing residential land uses within the vicinity of the proposed project include low-medium density residential, and medium density residential uses east of Cottonwood Avenue, medium-high density residential uses along Mission Gorge Road, and residential use east of Mission Gorge Road. Existing schools are located along Mission Gorge Road and Magnolia Avenue. If the increase of project-related traffic around the project area results in slowing of traffic, as evidenced by intersections or street segments operating at unacceptable levels of service, the project could create localized violations of ambient health standards.

According to the Traffic Impact Analysis (*Appendix D* to this EIR; see also *Section 2.2*), the addition of project-related traffic would result in a cumulatively significant impact on the roadway segment along Magnolia Avenue between Riverview Parkway and Mission Gorge Road.

To test for possible localized violations of CO standards, the CALINE4 model was used to estimate receptor exposure along the Magnolia Avenue roadway segment. This model was initialized with maximum traffic and minimum dispersion conditions for the future with project traffic conditions in order to generate a worst-case impact assessment. CO emissions were conservatively estimated using the EMFAC 2007 model for current (2008) conditions, and a speed of 1 mile per hour, which results in the maximum CO emissions. CO was used as the indicator pollutant to determine if there was any air pollution hot spot potential. The CARB uses the ambient air quality standard as a significance threshold, which is 20 ppm for the 1-hour CO concentration, and 9 ppm for the 8-hour CO concentration.

The CALINE4 model predicts 1-hour concentrations at receptors in the vicinity of the intersections modeled. CO exposures over and 8-hour period were calculated by using a

persistence factor of 0.7 between 1- to 8-hour microscale concentrations. CO concentrations predicted by the model were added to the maximum 1-hour and 8-hour background concentration measured at the San Diego monitoring station (the closest monitoring station to the site that measures CO). These background concentrations are 5.3 ppm and 4.71 ppm, respectively. The results of the modeling exercise are summarized in *Table 3.1.3-7*. As shown in the table, the modeling exercise shows that for both the 1-hour and 8-hour CO concentrations, the project would not result in an exceedance of ambient air quality standards. Therefore, the project would not result in exposure of sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Air Toxics

Diesel exhaust particulate matter would be emitted from heavy equipment used in the construction process. Because diesel exhaust particulate matter is considered to be carcinogenic, long-term exposure to diesel exhaust emissions could result in adverse health impacts. Implementation of the proposed project would result in short-term, temporary emissions of diesel exhaust from construction equipment. The emissions would not occur 24 hours per day, seven days per week, but would be more likely to occur during working hours, and emissions would vary based on the type of equipment or vehicles. Because of the temporary short-term nature and frequency of construction emissions, diesel exhaust particulate matter would not expose sensitive receptors to substantial pollutant concentrations because health effects are related to long-term exposure and emissions from heavy equipment are well below the significance criteria.

To demonstrate that health risks would be less than significant, a screening modeling analysis was conducted using the off-road construction equipment particulate emissions associated with the maximum construction scenario, and estimating potential downwind concentrations with the ISCST3 model. Emissions of PM_{10} from heavy construction equipment during the demolition phase of construction were calculated at 2.29 lbs/day. Emissions of PM_{10} from heavy construction equipment during the grading phase of construction were calculated at 4.54 lbs/day. Emissions of PM_{10} from heavy construction equipment during the building construction phase were calculated at 2.23 lbs/day, and emissions of PM_{10} from heavy construction equipment during simultaneous building construction and paving were calculated at 3.39 lbs/day. The dispersion model was used to estimate potential diesel particulate concentrations downwind of the construction site. The ISCST3 model provides an estimate of impacts downwind over an annual average period. The risk calculations are provided in *Table 3.1.3-8*. The excess cancer risks predicted for the maximally exposed individual were 0.268 in a million, which is below the County of San Diego's significance threshold of 1 in 1 million without T-BACT.

Impacts from emissions of diesel particulate during construction would result in a less than significant impact. No identifiable impacts associated with diesel exhaust particulate matter would result due to the type and frequency of general operations activities.

Odors

Thresholds for the Determination of Significance

The project would have a significant air quality impact if it creates objectionable odors affecting a substantial number of people.

APCD Rule 51 (Public Nuisance) prohibits emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health or safety of any person.

Analysis

Construction Impacts

During construction, diesel equipment operating at the site may generate some nuisance odors; however, since the construction equipment would be operating at various locations throughout the construction site and because any operation near existing sensitive receptors would be temporary and intermittent in nature, impacts associated with odors during project construction would be less than significant.

Operational Impacts

The project involves activities that could produce objectionable odors such as vehicle and operating equipment emissions; however, they would only be in trace amounts and localized to the immediate surrounding area. There are no significant air emissions anticipated from normal operations of the proposed LCDF development. Impacts would therefore be less than significant.

GHG Emissions

Thresholds for the Determination of Significance

AB 32 requires the state's global warming emissions to be reduced 30% below "business as usual" by the year 2020. For the purpose of evaluating the significance of greenhouse gas emissions, the project is evaluated to determine if it conflicts with or obstruct the goals of reduction of GHGs contained in AB 32. The baseline for the analysis is "business as usual" as

characterized in the State of California's GHG reduction goals and strategies. For the proposed project, "business as usual" is defined as the current operations at the existing LCDF.

Energy efficiency improvements reduce per capita greenhouse gases; therefore, project impacts for CEQA purposes should be assessed in terms of the efficient use of energy derived from hydrocarbons through the implementation of current strategies being developed to meet California's greenhouse gas emission reduction goals defined in AB 32. Compliance with state Building Code regulations (California Code of Regulations, title 24) ensures progress toward attainment of AB 32 goals. Projects that exceed Title 24 requirements will help to achieve these goals faster. However, measures used to reach AB 32 goals cannot conflict with efforts to achieve and maintain federal and state air quality standards or to reduce toxic air pollution emissions.

Analysis

Project-related impacts relative to GHG emissions during construction and operations are provided below. GHG emissions were estimated using the following methodology: 1) the URBEMIS 2007 software was utilized to calculate project-related CO_2 emissions, and 2) CH_4, and N_2O emissions were compiled using the calculation formulas provided in *California Climate Action Registry, General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, version 2.2* (CCAR 2007).

Construction Emissions

Construction of the proposed project would result in the generation of GHG emissions, as shown in *Table 3.1.3-9*. GHG emissions would originate from the tailpipe exhaust emissions from construction equipment, employee vehicles, and delivery trucks. Construction-related GHG emissions associated with off-road mobile equipment was estimated using the URBEMIS 2007 model, which includes the CARB's OFFROAD 2007 air quality model. Emissions were estimated from equipment activity data provided by the URBEMIS model based on the land use data for the various construction phases. Because the OFFROAD 2007 model does not provide sufficient data to estimate emissions for CH_4 and N_2O, these supplemental GHG emissions were estimated using the heavy-duty truck data in Table C.4 of the General Reporting Protocol from the California Climate Action Registry (CCAR 2007). The proposed project's worst-case GHG emissions during construction would be approximately 12,859 CO_2 pounds per day. This amount represents approximately 0.0004 percent of the statewide total of daily GHG emissions.

Existing CARB regulations (Title 13 of the California Code of Regulations, Sections 2480 and 2485), which limit idling of diesel-fueled commercial motor vehicles, would help to limit GHG emissions associated with project-related construction vehicles. In addition, CARB's proposed Early Action Measures (pursuant to the California Global Warming Solutions Act of 2006) include other emission-reduction measures for diesel trucks and diesel off-road equipment. CARB will review and adopt Early Action Measures by January 1, 2010, and equipment used for construction of the project after 2010 could be subject to these requirements. Once such measures go into effect, construction contractors would be subject to these requirements. In addition, project-specific measures to further reduce GHG emissions during construction are proposed in *Section 1.2.1.1* and would help reduce the emissions caused by short term construction.

Operations Emissions

Project operational GHG emissions were estimated for the increase in vehicle traffic and building energy use, which would constitute the large majority of project emissions. Emissions from on-road mobile equipment associated with the delivery trucks and employee worker commute trips were estimated using emission factor data from CARB's Emissions Factors (EMFAC) 2007 air quality model. Supplemental emission factors from the CCAR protocols were utilized because EMFAC does not provide sufficient data, such as data on CH_4 and N_2O, to estimate the total CO_2e GHG emissions.

Traffic CO_2 emissions were estimated based on the ADT for the proposed project as presented in *Section 2.2* of the EIR. Modeled average traffic speeds were calculated based on daily vehicle miles traveled (VMT) data.

Vehicular trip generation and energy demands related to the proposed project would result in direct and indirect emissions of GHG emissions. As shown in *Table 3.1.3-9*, GHG emissions during long-term operations would total approximately 343,828 CO_2e pounds per day. This amount represents approximately 0.01 percent of the statewide total of daily GHG emissions.

New buildings would also result in GHG emissions due to electricity demand and use of natural gas, as shown under stationary source in *Table 3.1.3-9*. Electricity and natural gas consumption factors are based on the U.S. Department of Energy, 2003 Commercial Building Energy Consumption Survey, for overall consumption averages per square foot for enclosed commercial buildings. Use of these factors likely overstates electricity and natural gas use since California buildings are in general more efficient than national averages due to energy efficiency requirements in the state Building Code. The electricity and natural gas consumption factors

were then combined with GHG emission factors from the CCAR concerning electricity and natural gas use.

The project's required compliance with the latest Title 24 standards would reduce greenhouse gases emissions from "business as usual" as the older existing LCDF buildings would be replaced. As discussed in *Chapter 1*, the LCDF complex originally opened in 1965 and was converted to an adult female detention facility in 1977. Over time several modular buildings have been added. Buildings constructed in accordance with Title 24 standards will reduce on-site energy demand. The impact of these standards is seen in the CEC inventory for the years 1990 through 2004 which indicates there has been an overall decrease of 9.7% in greenhouse gases attributed to residential and commercial sources. In addition, the 2005 Building Energy Efficiency Standards for residential and nonresidential buildings further reduce energy consumption (and resulting greenhouse gas emissions) in new construction. The CEC estimates that the nonresidential electricity reduction due to the 2005 standards is 8.3% compared to the 2001 standards (CEC 2006). Therefore the new facility would be more energy efficient than the existing LCDF.

It is also important to note that future state actions taken pursuant to AB 32 including requirements for lower carbon-content in motor vehicle fuels, improved vehicle mileage standards (provided California is not barred from adopting improved mileage standards), and an increased share of renewable energy in electricity generation will also serve, in time, to further reduce GHG emissions related to this project.

As shown in *Table 3.1.3-9*, the relative quantity of project-related GHG emissions during short-term construction and long-term operations are negligible in comparison to statewide and worldwide daily emissions. *Table 3.1.3-9* presents an estimate of project-related GHG emissions of CO_2, CH_4, N_2O, and CO_2e. Given the relatively small amount of GHG emissions that would be emitted from this project during short-term construction and long-term operations, the implementation of project design features (*Section 1.2.1.1*), and the application of the AB 32 mandates over time, the proposed project would not conflict with the state's goal to reduce GHG emissions by 30% from "business as usual" by the year 2020 and impacts would therefore be less than significant.

3.1.3.3 Cumulative Impact Analysis

Because air quality is defined by geographic formations (i.e., a coastal plain surrounded by mountains) and bears little relationship to jurisdictional boundaries, the cumulative impact analysis study area for air quality consists of the San Diego Air Basin. As discussed in more detail in *Section 1.7*, the projects known to be planned or approved, or in construction during the preparation of this EIR are summarized in *Table 1-3* and depicted in *Figure 1-9.* All of these projects, as well as factors representing general increased urbanization throughout the San Diego Air Basin, were considered in the air quality cumulative analysis for purposes of evaluating long-term operational cumulative impacts. While the overall cumulative impact analysis study area consists of the San Diego Air Basin, because construction air quality impacts can tend to have a noticeable localized effect in addition to their contribution to the overall regional air basin, projects in close proximity to the proposed project site (i.e., within the Santee area) were evaluated for short-term construction-related impacts, as further discussed below.

Cumulative Construction Impacts

For short-term construction-related impacts, future and proposed construction projects in close proximity to the proposed project were evaluated for their potential to result in cumulative short-term air quality impacts in the localized air quality study area. Construction of the proposed project may occur at the same time as other construction projects, including those associated with the City of Santee Town Center Specific Plan. Due to their location within the immediate vicinity of the project area, specific projects considered in this analysis consist of Villages at Fanita and Riverwalk Subdivision. The pollutants generated from construction of these projects could result in an impact on ambient air quality that would overlap with those of the proposed project if the construction work occurs in close proximity and at the same time. Dust control measures identified for the proposed project would remain applicable, and other cumulative projects would also need to comply with the RAQS and SIP (see *Section 3.1.3.1*) and with local ordinances prohibiting nuisances or requiring dust control. Compliance with the measures identified in the RAQS and SIP would reduce the cumulative projects' construction impacts to a level that would be less than significant.

Cumulative Operational Impacts

SANDAG and the APCD prepared a regional air quality analysis as part of the 2030 Regional Transportation Plan (RTP). That analysis serves as a cumulative analysis of project impacts to regional air quality, because it incorporates all past, present and future planned development within the region. Currently the San Diego Air Basin is in non-attainment for ozone (state and federal threshold) and PM_{10} (state threshold), therefore an existing cumulative ozone and PM_{10}

air pollution issue exists within the San Diego Air Basin. The projects listed in *Table 1-3* are consistent with the City of Santee's General Plan and applicable Specific Plans, and as such, the land uses proposed within those developments have been included in SANDAG population projections and the 2030 RTP. The APCD has also conducted an attainment demonstration for the SDAB in its *Eight Hour Ozone Attainment Plan for San Diego County* (APCD 2007), which takes into account growth in emissions projected by the ARB. A project may be deemed inconsistent with applicable air quality plans if it would result in stationary sources that would not comply with APCD rules and regulations or if it would induce population and/or employment growth exceeding the growth estimates included in the RTP and ARB emission projections. The proposed project itself would generate emissions from vehicle trips which would not exceed thresholds and would not include any permanent stationary sources. As discussed in *Section 1.8*, the proposed project would not induce population and/or employment growth and would conform to the RTP. Therefore, the proposed project would not contribute in a cumulatively considerable manner to cumulative air quality impacts, and impacts would be less than significant.

Cumulative GHG Emissions

California has set goals of returning to 1990 GHG emissions levels which means 30% below "business-as-usual" (existing LCDF) in 2020. The design features incorporated in the project would reduce its contribution to GHG emissions compared to a project that does not adopt such reduction strategies. Of particular efficacy, the requirements for energy-efficient buildings are likely to be the largest source of GHG emissions reductions. On a cumulative basis, a forecast for GHG emissions in the San Diego Air Basin or in California is not currently available. It is estimated that California produces about 7% of U.S. GHG emissions, with about 41% related to transportation and about 22% related to electricity. AB 32 required CARB to have a statewide emissions inventory completed by January 1, 2008. The statewide inventory may be considered helpful in establishing a baseline forecast for comparative analysis of GHG emissions. However, the statewide inventory is not sufficiently detailed to allow evaluation of the significance of GHG contributions from individual development projects.

The amount of GHG emissions that would result from construction and operation of the proposed project would be negligible. When compared to the existing facility, the new facility would be more energy efficient thus resulting in a decrease in emissions from "business as usual". With implementation of project design features, the proposed project would be consistent with the state's goal of reducing GHG emissions. Therefore, the project's contribution of GHG emissions would not be cumulatively considerable (i.e., would be less than significant).

3.1.3.4 Significance of Impacts

As analyzed in this section, air quality impacts would be less than significant.

3.1.3.5 Conclusion

Air quality impacts would be less than significant and no mitigation measures would be required.

3.1.4 Land Use & Planning

This section considers the potential effects of the proposed project related to land use and planning**.** Information has been obtained through site visits, review of 2006 aerial photography, and from various land use plans and ordinances of the City of Santee. Excerpts from the various planning documents and ordinances are presented below, and complete copies of the documents are available at the City.

As described in *Section 1.5.1,* a county project located in a city generally is not subject to regulation by the city. For example, a city's zoning and building ordinances do not apply to a county project located in the city. A city's general plan does not apply to a county project located in the city. Other city ordinances, even though enacted specifically to regulate a county, have also been found not to apply to a county project located in the city.

3.1.4.1 Existing Conditions

Existing Land Uses

Onsite

The existing LCDF is located on Cottonwood Avenue, north of Mission Gorge Road on County of San Diego-owned land that lies within the boundaries of the City of Santee (*Figure 3.1-8*). The existing facility is located on a 15.98-acre site. The location for the proposed project includes the existing LCDF site and adjacent land totaling 45 acres.

Surrounding Land Uses

- The project site is located within, and surrounded by land uses within the City's Town Center Specific Plan area. The City's Town Center (TC) land use designation is intended to provide the City with a mixed-use activity center that is oriented toward and enhances the San Diego River (City of Santee 1986). Existing land uses within the vicinity of the proposed project are depicted on *Figure 3.1-8* and include the following:
  - Park/open space along the San Diego River to the north.
  - A combination of commercial, low-medium density residential, and medium density residential uses east of Cottonwood Avenue.
  - Edgemoor Skilled Nursing Facility to the east
  - Commercial, neighborhood commercial, park/open space, and medium-high density residential uses along Mission Gorge Road, and residential uses south of the road.
  - Developing office/commercial uses on formerly vacant land to the immediate west.

Outside of the City's Town Center Specific Plan boundary and approximately 650 feet east of the project site is Magnolia Avenue, with residential and commercial uses occurring east of the road. To the south are the City fire station, vacant land, and single-family residential development, with commercial, and residential uses occurring farther south of Mission Gorge Road. North of the site is a mix of natural and disturbed habitats associated with the San Diego River. North of the river are residential, commercial, and park/open space uses.

Planning Context

Planning documents pertaining to the project site include the City of Santee's General Plan 2020, the City's Zoning Ordinance, Santee Town Center Specific Plan and Amendments, the MSCP, and the Gillespie Field ALUCP.

City of Santee General Plan 2020

The City's General Plan most recently updated in 2003, is the main planning document for the City and provides the goals, objectives and policies to achieve desired community goals through a coordinated implementation program. The project site is designated as Town Center (TC) in the City's General Plan (*Figure 3.1-9*), which is intended to provide a mixed-use activity center oriented towards the San Diego River.

City of Santee Zoning Ordinance

The City of Santee Zoning Ordinance provides the land use planning criteria for development in the City. The Town Center zone is intended to provide the City with a mixed use activity center which is oriented towards and enhances the San Diego River. Chapter 17.18 of the City of Santee Municipal Code, entitled "Town Center District" establishes a Master Plan as a tool to provide the City with a conceptual plan, detailed land uses and appropriate development regulations that are consistent with the General Plan.

Figure 3.1-9 depicts the existing City General Plan land use designations for the proposed project site and surrounding areas. The land surrounding the project site is zoned Town Center, as well as park/open space to the north; R2 (low-medium density residential), R7 (medium-density residential), and GC (General Commercial) to the east of Magnolia Avenue; and GC, park/open space, and R14 (medium-high density residential) south of Mission Gorge Road.

Santee Town Center Specific Plan and Master Plan Amendment

The Town Center Specific Plan was adopted by the City in 1986 for 706 acres located north of Mission Gorge Road, south of Mast Boulevard, east of Mast Park, and west of Magnolia Avenue. The Specific Plan includes retail commercial, office/professional, civic center, recreational and other uses to establish a focal point for the City (City of Santee 1986).

The City adopted a Specific Plan Amendment ("Master Plan") in 2006, enabling 154 acres of the Specific Plan, including the LCDF project site, to be developed according to a broad concept that envisions the Town Center as a vital composite of compatible and complementary land uses. A principal goal of the Specific Plan Amendment is to establish overall guidelines for development while simultaneously allowing for flexible response to future business market opportunities that are consistent with the overall theme of the development (City of Santee 2006a).

Figure 3.1-10 depicts the City's Town Center Specific Plan Amendment land use designations for the site and surrounding areas. As shown, the project site has designations labeled "Commercial/Office", "Las Colinas North", "Las Colinas West", and "Edgemoor". Land use designations surrounding the site include "Commercial/Office" and "Mixed Use". Also, as shown in *Figure 3.1-11*, the Specific Plan Amendment included an office park overlay land use designation for the portion of the Town Center south of the San Diego River, excluding the Santee Transit Center, and including the existing LCDF and project site. However, the Specific Plan Amendment shows a 45-acre LCDF expansion area with no "Planning Area" designation.

Multiple Species Conservation Program (MSCP)

As described in *Section 2.3.1.5* of this EIR, in conformance with the State of California Natural Communities Conservation Plan Act, the MSCP was developed to establish a regional system of biological reserve areas. The project site is located within the City MSCP Subarea Planning Area, and the City is in the process of developing a draft Habitat Conservation Plan for the Subarea Planning Area.

ALUCP for Gillespie Field

Situated in the eastern portion of the greater San Diego metropolitan area, Gillespie Field provides general aviation services to El Cajon, where the airport is located, Santee to the north, and other surrounding communities. Gillespie Field encompasses 757 acres and is owned by the County of San Diego and administered and operated through the County Department of Public Works. There are three runways: two oriented nearly east/west and the third aligned north/south. Gillespie Field is under the control of an air traffic control tower 14 hours per day. Annual

operations in 2003 included approximately 185,000 flights. The Gillespie Field Airport Layout Plan Update (ALP) and its attendant 2004 Draft Final Narrative Report estimates annual activity levels which reach 294,250 flights by 2025.

State law requires the formation of an Airport Land Use Commission (ALUC) in each county containing a public airport. The purpose of the ALUC is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The San Diego County Regional Airport Authority (SDCRAA) performs responsibilities of the ALUC for all 16 airports in the County.

The SDCRAA approved and adopted Airport Land Use Compatibility Plans for nine public use airports in San Diego including Gillespie Field. The purpose of the Gillespie Field ALUCP is: 1) to provide for the orderly growth of Gillespie Field and the area surrounding the Airport within the jurisdiction of the ALUC; and 2) to safeguard the general welfare of the inhabitants within the vicinity of the Airport and the public in general. The most recent ALUCP was amended in October 4, 2004, and the SDCRAA is currently in the process of updating the ALUCP.

The ALUCP identifies an Airport Influence Area that designates the general area in which current and future airport-related noise, over flight, safety, and/or airspace protection factors may affect land uses or necessitate restrictions on the uses. Implementation of the ALUCP is intended to reduce the adverse impacts from aircraft noise, limit the increase in the number of people exposed to airport approach hazards, and ensure that no structures are erected that are deemed by the Federal Aviation Administration (FAA) to be hazards, and that no obstructions are erected that, either individually or cumulatively, cause an adverse safety effect on air navigation as determined by the FAA.

The project site is within one mile of Gillespie Field and outside the Airport Influence Area, as shown in *Figure 3.1-12*. The project site is not within projected noise contours or the runway protection zone.

3.1.4.2 Analysis of Project Effects and Determination as to Significance

The identified significance thresholds for impacts to land use and planning are based on the criteria provided in Appendix G of the State CEQA Guidelines. A significant impact to land use and planning would result if the project would:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan,

local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

3. Cause economic or social effects that would cause a substantial deterioration of the physical conditions of the surrounding area ("urban decay").

Division of an Established Community

Thresholds for the Determination of Significance

A significant land use impact would occur if the project would physically divide an established community.

Analysis

The proposed project involves the replacement of the existing approximately 16-acre LCDF on 45 acres at the same location. Current adjacent land uses include developing commercial uses, open space, vacant land, and residential uses. Planned land uses per the Santee Town Center Specific Plan Amendment surrounding the project site include commercial/office and mixed uses. No residential uses are currently established on the proposed project site. The project would not physically divide an established community because the project would replace an existing detention facility with a larger detention facility at the same location. In addition, much of the Town Center is currently undeveloped land.

Also, communities outside of the Specific Plan area (e.g., east of Magnolia Avenue, south of Mission Gorge Road, and north of the San Diego River) would not be divided by the project. These communities are already separated from the Town Center Specific Plan area by roadways or the San Diego River, and the project would be at the same location as the existing LCDF. Consequently, impacts related to division of an established community would be less than significant.

Conformance with Adopted Land Use Plans and Policies

Thresholds for the Determination of Significance

A significant land use impact would occur if the project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Analysis

As explained above, the project is exempt from the City of Santee's General Plan, Specific Plan, Zoning Code and other regulations. Therefore, the proposed project would not conflict with the City's land use plans and regulations because they are not "applicable." However, the EIR does analyze the project's potential physical impacts, such as traffic, noise, visual, biology, etc.

ALUCP for Gillespie Field

Implementation of the ALUCP is intended to reduce the adverse impacts from aircraft noise, limit the increase in the number of people exposed to airport approach hazards, and ensure that no structures are erected that are deemed by the Federal Aviation Administration (FAA) to be hazards, and that no obstructions are erected that, either individually or cumulatively, cause an adverse safety effect on air navigation as determined by the FAA.

The ALUCP identifies an Airport Influence Area that designates the general area in which current and future airport-related noise, over flight, safety, and/or airspace protection factors may affect land uses or necessitate restrictions on the uses. The LCDF project site is not located within the Airport Influence Area identified in the ALUCP and is outside the runway protection zone and the 60 dB CNEL noise contour of this airport. As such, while the project site would be subject to aircraft overflight, noise and safety impacts would not be significant.

The project site is within Inner Approach and Departure Safety Zones 2, Outer Approach and Departure Zone 4, and Traffic Pattern 6 as defined by the California Airport Land Use Compatibility Handbook prepared by Caltrans. However, the adopted Gillespie Field ALUCP was prepared in compliance with the Caltrans Handbook, and the plan addresses noise and safety issues with respect to aviation effects in areas surrounding the airport. As part of the ALUCP, the SDCRAA developed appropriate land use restrictions to avoid significant noise and safety effects. The LCDF project would be located outside of the Airport Influence Area and, therefore, would not be subject to the adopted ALUCP for Gillespie Field. Because the project is not subject to the ALUCP, it is also not subject to the requirements of the Caltrans Handbook regarding safety restrictions. Moreover, as stated in the handbook, "despite statutory references to it, the Handbook does not constitute formal state policy or regulation" (California Airport Land Use Planning Handbook, January, 2002, page Summary-1).

The LCDF project would not have in any structures more than two stories in height and is outside of the Airport Influence Area of the ALUCP. Therefore, no structural hazards would result with project implementation.

The project would not conflict with the goals and conditions set forth in the adopted ALUCP for Gillespie Field. The project is not within the runway protection zone. Land use conflicts related to the adopted Gillespie Field ALUCP would not occur and, therefore, impacts would be less than significant.

Urban Decay

Threshold for the Determination of Significance

A significant indirect land use impact would occur if the economic or social effects of the project would cause a substantial deterioration of the physical conditions of the uses surrounding the project ("urban decay").

Analysis

Comments received during the NOP public scoping period requested an analysis of the project's potential to cause "urban decay." Public comments received on the April 2008 Draft EIR stated that the project would negatively affect public safety and would reduce property values, increase vacancies and inhibit new construction in the area. According to the comments, these effects would result in "urban decay" in the area around the project site.

Potential effects on public safety, property values, vacancies, etc. are social effects which are not significant effects on the environment under CEQA. See CEQA Guidelines, section 15131. However, if the economic or social effects of a project could cause urban decay, the EIR must address this indirect impact. Therefore, pursuant to CEQA Guidelines section 15064(e), the following information and analysis of the project's potential economic and social effects is provided to determine if they would cause urban decay such that a significant indirect land use impact would result.

It is important to remember that the existing LCDF has been at this location since 1977 as an adult women's detention facility. Thus, the current conditions, including the economic or social effects and any results of those effects, set the baseline. The analysis of the proposed project's potential significant effects focuses on the change to this baseline condition.

Public Safety:

Concerns about public safety focused on two issues--inmates who might escape from LCDF, and inmates who might commit crimes in Santee shortly after being released from LCDF. As explained below, there has been only one escape from the existing LCDF, and women released from LCDF who do not also live in Santee, rarely commit crimes in Santee upon being released

from the jail. Consequently, there is no evidence of significant public safety impacts or related adverse physical effects caused by these social impacts, and there is no reason to expect that these impacts would increase with the new facility.

According to SDSD Detentions Investigations Unit records for 2000 through 2008, there was one escape from the LCDF facility during this period. An inmate left the facility through a gap she made in the perimeter fence of the loading dock/kitchen area. Given the record of the existing facility and the fact that the new facility would have state-of-the-art security measures, there is no reason to believe that there would be an increase in escapes from the new facility even though it would house more female inmates. More importantly, there is no evidence that the one documented escape from the existing facility caused any physical impacts to the uses in this area. Thus, the potential for escaped inmates to cause social impacts that, in turn, would cause adverse physical effects (urban decay) is not significant.

The potential social impact on the community from inmates recently released from LCDF is also low. On October 12, 2006, shortly after her release, an inmate robbed a convenience store near LCDF. In order to understand the nexus between recently released inmates and crimes committed in Santee, SDSD studied arrest and booking data from 2007, which indicated the following:

- 194 adult females were arrested in the City of Santee for bookable offenses.
- 11 of these 194 females listed a home address outside of the City of Santee (i.e., most of the women arrested in Santee live in Santee).
- Of these 11 females, five had previously served time in Las Colinas, five had no prior booking record, and one was an inmate who committed an offense inside the jail.
- Of the five women who had served time in the past, the average time between the last release from LCDF and the arrest for a different offense committed in Santee was 147 days, with the shortest release-to-arrest period being 45 days.

These data show that women who are released from Las Colinas and who do not live in Santee rarely commit criminal offenses in Santee. Stated another way, 94% of the women arrested in Santee in 2007 were residents of Santee. The evidence does not support the notion that women who are released from LCDF and who do not live in Santee routinely commit crimes in Santee shortly after they have been released. Moreover, there is no evidence to suggest that the crimes committed in Santee by a few women shortly after their release from LCDF has resulted in significant physical impacts to uses in the area. Consequently, the potential for the proposed project to cause social effects related to public safety from inmates released from LCDF that, in turn, would cause significant impacts to uses in this area (urban decay) is not significant.

SDSD will provide security for the project. In addition, the proposed reconstruction and expansion of the LCDF would result in increased and updated security measures as described in Chapter 1. The proposed security measures for LCDF incorporate a combination of architectural and operational features, including the provision of SDSD staff to monitor and manage the activities of inmates, fencing, security electronics (e.g., alarms, closed-circuit television (CCTV) monitoring, door controls), and site lighting. The facility perimeter will be secured using a system of double fences and a patrol ring road.

The 2003 LCDF Development Plan stated that, "the mission of the new 1,216-bed multi-custody facility is to ensure the safety of the community, staff, and inmates as the highest priority." To this end, the Development Plan included five Design Principles, three of which focus specifically on security requirements. Those three Design Principles are as follows:

1) Through operational practices, design responses, and construction methods, provide for continuous safe and secure conditions for the community, staff and inmates.
2) The perimeter security design should reflect an appropriate level of redundancy to insure that the zero tolerance for escapes is achieved. This objective incorporates a combination of fences, electronic detection, lighting, and mobile perimeter staff.
3) Incorporate the use of technology into any aspect of operation, design, and construction where doing so will be cost effective while assuring that the jail remains safe and efficient to operate. However, the use of technology should not be a substitute for direct staff contact with women in housing units and other key spaces.

The Development Plan will be used to develop more detailed security measures during the next phase of the project. These measures will be designed as an integrated system throughout the entire facility, thereby improving on the security at the existing LCDF which was built in a piecemeal manner.

Property Values:

Concerns were also raised about the project's potential to reduce property values, increase vacancies and inhibit new construction in the area. However, there is no evidence to support these concerns.

The existing women's detention facility has been at this location since 1977, more than 30 years. Consequently, the property values in this area already reflect the fact that there is a women's detention facility nearby. The proposed project would not add a detention facility to a community that did not previously have one. Therefore, there is no reason to anticipate that a new, albeit larger, women's detention facility would reduce property values in this area.

The goals and objectives of the Town Center Specific Plan Amendment related to office employment, jobs, and growth were developed in light of the fact that the County's LCDF is located in the Town Center and may be reconstructed there. Proposed residential and commercial developments recently constructed, approved, and/or in the review and approval process by the City of Santee are located or planned to be located near the existing LCDF (e.g., Liberty Charter School, Riverview Residential, Morningside Condominiums, Magnolia Town Homes and Riverview Office Park as shown on *Figure 1-9*). Investment in these residential and commercial developments is an indicator of the demand for housing and commercial space in this area. The proposed Liberty Charter School would be located north of future Riverview Parkway, across the street from the proposed project (*Figure 1-9*).

The Santee Trolley Square Town Center is located approximately 2,500 feet west of the proposed project (*Figure 3.1-8*). The center includes 45 retail units, anchored by major stores including Target, TJ Maxx, 24 Hour Fitness, Bed, Bath and Beyond, Barnes and Noble, and Petsmart. The center was built in 2002, and as of October, 2008, two of the smaller storefront units were vacant. In addition, the building located between the shopping center and the existing LCDF facility was built in 2003 and is occupied by the Hartford Insurance Company.

The success of the shopping center and the Hartford building west of the LCDF shows that the existing detention facility has not deterred major retailers from moving into this area, or caused businesses to fail. That is, the existing detention facility has not caused economic impacts that, in turn, have caused physical impacts in the area resulting in urban decay. Likewise, there is no reason to believe that the proposed detention facility would cause economic impacts, including a reduction in property values that in turn would cause physical impacts in the area resulting in urban decay.

3.1.4.3 Cumulative Impact Analysis

All of the cumulative projects listed in *Section 1.7* were considered in this analysis and are mapped on *Figure 1-9* and listed in *Table 1-3*. Each of the cumulative projects will be required to adhere to applicable land use plans and regulations, including City of Santee ordinances and plans/policies, the MSCP, and Gillespie Field ALUCP.

As described in *Section 3.1.4.2*, the City's General Plan, and City's Town Center Specific Plan do not apply to the proposed project, and the project would be consistent with the MSCP and Gillespie Field ALUCP. Other lands within the City would be developed in substantial conformance with the various land use policies, objectives, designations, and zoning ordinances. Consistency with land use plans and regulations is required as part of the development process for all projects on the cumulative projects list. Therefore, the cumulative projects would not

cause cumulative impacts related to conflicts with applicable land use plans, policies or regulations adopted for purposes of avoiding or mitigating an environmental effect. Furthermore, because the proposed project is exempt from the City's land use plans and regulations, it would not contribute to any cumulative effects.

Development of the cumulative projects would not divide established communities. These projects are all proposed adjacent to areas that are already developed. Furthermore, none of these projects are of a size or nature that would have the potential to divide an established community, therefore an existing cumulative impact, in the form of a division of the local community, does not currently exist. No impact related to division of an established community was identified for the project. Therefore, cumulative impacts related to the division of an established community are determined to be less than significant.

3.1.4.4 Significance of Impacts

Impacts would be less than significant.

3.1.4.5 Conclusion

The proposed project is a County project and is exempt from the City of Santee's land use ordinances and planning documents. Hence, there are no applicable land use plans or policies for the LCDF project. No significant impacts were identified and no mitigation measures would be required.

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3.1.5 Noise

This section examines the potential noise and vibration impacts from construction and operation of the proposed project. Noise calculations prepared for the analysis are included in *Appendix J* to the EIR.

3.1.5.1 Existing Conditions

Community Noise Characteristics

To describe environmental noise, and to assess project impacts on areas that are sensitive to community noise, a measurement scale that simulates human perception is customarily used. The basic noise terminology, concepts, and human perception of noise are described below. Technical terms used in this section are defined in *Table 3.1.5-1*.

Sound (noise) levels are measured in decibels (dB). Community noise levels are measured in terms of A-weighted sound level, dB(A). The A-weighted scale of frequency sensitivity accounts for the sensitivity of the human ear, which is less sensitive to low frequencies and correlates well with human perceptions of the annoying aspects of noise. Common A-weighted sound levels for various noise sources are shown in *Table 3.1.5-2*.

People are generally more sensitive to and annoyed by noise during the evening and at night. Thus, another noise descriptor used in community noise assessments termed the Community Noise Equivalent Level (CNEL) was introduced. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the increased noise sensitivity during the evening (7:00 pm to 10:00 pm) and nighttime hours (10:00 pm to 7:00 am) by adding 5 and 10 dB, respectively, to the average sound levels occurring during these hours. Another noise descriptor termed the Day-Night Average Sound Level (Ldn) is also used. The Ldn is similar to CNEL except there is no penalty to the noise level occurring during the evening hours. For most community noise environments, the Ldn value and CNEL value are within one dB of each other.

Human activities cause community noise levels to be widely variable over time. For simplicity, sound levels are usually best represented by an equivalent level over a given time period (Leq). The Leq, or equivalent sound level, is a single value (in dB(A)) for any desired duration, which includes all of the time-varying sound energy in the measurement period, usually one hour. The noise level that is exceeded 50 percent of the time (L_{50}) is a level that is normally less than the Leq, except for especially steady noise levels, in which case, it may be similar to or slightly greater than the Leq.

Noise levels are generally considered low when ambient levels are below 45 dB(A), moderate in the 45 to 60 dB(A) range, and high above 60 dB(A). In wilderness areas, the noise levels can be below 35 dB(A). In small towns or wooded and lightly used residential areas, the noise level is more likely to be around 50 or 60 dB(A). Levels around 75 dB(A) are more common in busy urban areas and levels up to 85 dB(A) occur near major freeways and airports.

Human Perception of Noise Level Change

Under controlled conditions, in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dB(A), when exposed to steady, mid-frequency "pure tone" signals. In a normal noise environment, outside of such controlled conditions, the trained human ear can barely detect changes in sound levels up to 2 dB(A). Changes from 2 dB(A) to 3 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. However, it is widely accepted in the acoustical industry that the average human ear can perceive noise level changes of more than 3 dB(A), while the human ear perceives a 10 dB(A) increase as a doubling of sound. Based on the above, a noise level increase of 3 dB(A) or more is considered a substantial increase.

In addition to noise, construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. The magnitude of the vibration can be expressed as a peak-to-peak (p-p), zero-to-peak (0-p), or root-mean-square (rms) value. To assess the potential for structural damage associated with vibration from construction activities, the vibratory ground motion in the vicinity of an affected structure is usually measured in terms of peak particle velocity (ppv), typically in units of inches per second (in/sec).

Sensitive Noise Receptors

Sensitive noise receptors are facilities or areas (e.g., residential areas, hospitals, schools, sensitive biological habitat, etc.) where excessive noise may cause annoyance or disturbance. Noise sensitive receptors are distributed throughout the project study area. Schools, religious facilities, hospitals, and parks are also present within one-quarter mile of the project study area. *Section 3.1.4* of this EIR identifies sensitive uses near proposed project components. Open space and commercial areas are typically only considered noise sensitive if they are used for recreation. Existing noise sensitive receptors within the immediate vicinity of the proposed project include residences located to the south of the project site along Park Avenue (between the site and Mission Gorge Avenue) and east of the project site, adjacent to Magnolia Avenue. Currently,

there are no offsite noise sensitive human receptors adjacent to the west or north of the project site.

As described in *Section 2.3* of this EIR, noise sensitive biological habitats are located north of the project site. Existing noise levels along the river vary from 46 to 50 dB(A) Leq.

Existing Noise Sources

The existing LCDF is currently located on a portion of the 45-acre project site and generates noise associated with operations, including vehicular noise. Vehicular noise is the primary source noise surrounding the project from traffic along Mission Gorge Road and Magnolia Avenue. The existing vehicular traffic along Mission Gorge Road in the vicinity of the project site is approximately 26,900 average daily trips (ADT) and 18,600 ADT along Magnolia Avenue (VRPA 2008). There is presently minimal traffic on Cottonwood adjacent to the site (1,100 ADT), associated with access to the existing facility. Secondary noise sources at the site include aircraft noise from Gillespie Field; however, the project site is located approximately one mile north of Gillespie Field, and outside the 60 dB CNEL noise contour of this airport.

Existing Noise Levels

The existing noise environment at the project site was monitored on February 6, 2007 between approximately 7:25 a.m. and 9:15 a.m (Site 1 - 4), and July 17, 2007 between 12:00 p.m. and 1:00 p.m. (Sites 5 - 7). The noise measurements were taken with two calibrated Larson-Davis Laboratories Model 700 integrating sound level meters, using A-weighting and "slow" response settings. The sound level meters were positioned at a height of approximately five feet above the ground during the noise measurements. The noise measurement locations, depicted as Sites 1-7 on *Figure 3.1-13*, are:

- Site 1–Mission Gorge Road, at 70 feet from the centerline of Mission Gorge Road.
- Site 2–Cottonwood Avenue, at 35 feet from the centerline of Cottonwood Avenue.
- Site 3–At an existing dirt road, along backyards of adjacent homes.
- Site 4–Magnolia Avenue, at 50 feet from the centerline of Magnolia Avenue.
- Site 5-Biological habitat area, north of the LCDF site.
- Site 6-Biological habitat area, north of the LCDF site.
- Site 7-Biological habitat area, north of the LCDF site.

A summary of the noise level measurement results in terms of average sound level, Leq, is presented in *Table 3.1.5-3*. The data shown in *Table 3.1.5-3* indicate the approximate ambient daytime L_{eq} noise levels at the monitored locations are:

- Site 1-1 dB Leq. Source: traffic from Mission Gorge Road
- Site 2 -63 dB Leq. Source: traffic from Mission Gorge Road, and Cottonwood Avenue
- Site 3-58 dB Leq. Source: helicopters, and distant noise from Mission Gorge Road and Magnolia Avenue
- Site 4-68 dB Leq. Source: traffic from Magnolia Avenue
- Site 5-50 dB Leq. Source: distant vehicles, airplanes, construction
- Site 6-46 dB Leq. Source: distant vehicles, airplanes, construction
- Site 7-49 dB Leq. Source: distant vehicles, airplanes, construction

The primary source of existing groundborne vibration in the project vicinity is from roadway traffic. Vibration generated by individual heavy truck pass-bys tends to have minor effects on nearby land uses, except for those uses that house extremely vibration-sensitive equipment. During the site visit, no activities prone to generating vibration impacts were observed.

Modeled Noise Levels

Traffic noise levels adjacent to the major roadways were modeled using the Federal Highway Administration's (FHWA) Traffic Noise Prediction Model Version 2.5 (FHWA 2004). Traffic volumes were taken from the traffic study prepared for the project (VRPA 2008). The results of the modeling are presented in *Table 3.1.5-4*.

The modeled and measured values on Mission Gorge Road and Magnolia Avenue are within one dB, which generally confirms the noise modeling input assumptions.

Relevant Noise Regulations & Standards

The project site and the adjacent land uses are located within the City of Santee. Because the proposed project is a County project, it is exempt from the City of Santee's ordinances, General Plan, Specific Plan, etc. However, the EIR uses the Sound Level Limits contained in the City's Noise Ordinance as significance thresholds, because they represent appropriate numerical standards by which to measure and evaluate noise impacts. The following provides an overview of the City of Santee noise policies, regulations and standards and their applicability to noise generated by the proposed project.

The City of Santee has two principal noise documents that would apply if this were not a County project: the Noise Element of the General Plan and the Noise Abatement and Control section of the Municipal Code. Even though the proposed project is exempt from these documents, they will be used for purposes of determining the significance of the proposed project's potential noise impacts.

City of Santee - General Plan Noise Element

The City of Santee noise thresholds for non-stationary noise sources (transportation) are based on the Noise Element, Chapter 7 of the City's General Plan 2020. The City's Noise Element states that noise impacts are significant if any of the following occur because of the proposed development:

1. If the proposed project noise levels will exceed the noise levels considered compatible for that use as identified in the City's Noise / Land Use Compatibility Guide.
2. If the proposed project increases the noise levels, which already exceed the levels considered compatible for that use, by three or more decibels.
3. The City uses the Day-Night Average Sound level (Ldn) and has established a noise standard of 65 dB Ldn for noise sensitive uses, such as residences, schools, hospitals, rest homes, and medical facilities. The City's Noise Element does not identify applicable criteria for a detention facility. For the purposes of this project, the applicable noise level limit is assumed to be 65 dB Ldn at outdoor usable areas at the site, and interior noise levels at habitable rooms are not to exceed 45 dB Ldn.

City of Santee - Municipal Code Noise Abatement and Control

Noise thresholds for stationary sources and construction noise are regulated through the City's Municipal Code, Chapter 8.12, "Noise Abatement and Control". Section 8.12.040 includes sound level limits for non-construction activities, and Section 8.12.290 sets time and noise limitations for construction equipment. Both sections are summarized in the following paragraphs.

Section 8.12.040 Sound Level Limits – Non-Construction Activities

This section in the City of Santee Municipal Code includes one-hour average sound level limits applicable to operational (non-construction) noise sources, such as mechanical equipment (pumps, rooftop equipment, condenser units, A/C units, pneumatic equipment), operation related traffic (vehicle movement, engine noise), speakers, bells, chimes, and outdoor human activity in defined limited areas.

The allowable sound level limits depend upon the zoning district and time of day. The site is zoned TC which does not have applicable noise standards listed in the City's Municipal Code. For the purpose of this analysis, it is assumed that the applicable one-hour average sound level limits are those for the residential zoned areas adjacent to the project site. Thus, the applicable sound level limits would be 50 dB between 7:00 a.m. to 7:00 p.m., 45 dB between 7:00 p.m. to 10:00 p.m., and 40 dB between 10:00 p.m. and 7:00 a.m.

Section 8.12.290 - Construction Equipment

Section 8.12.290 in the City of Santee Municipal Code sets limits on the time of day and days of the week that construction can occur, and sets noise limits for construction activities. In summary, the code prohibits operating construction equipment on:

- Mondays through Saturdays except between the hours of 7 a.m. and 7 p.m., and:
- Sundays; January 1st; the last Monday in May, known as Memorial Day; July 4th; the first Monday in September; December 25th; and every day appointed by the President, Governor, or the city council for a public fast, thanksgiving, or holiday.

In addition, the code requires that no equipment shall be operated to cause noise at a level in excess of 75 dB for more than 8 hours during any 24-hour period when measured at or within the property lines of any property, which is developed and used either in part or in whole for residential purposes. These sound levels shall be corrected for time duration in accordance with *Table 3.1.5-5*.

3.1.5.2 Analysis of Project Effects and Determination as to Significance

The identified significance thresholds for noise impacts are based on the criteria in Appendix G of the CEQA Guidelines, the City's Sound Level Limits contained in the City's Noise Ordinance as significance thresholds, because they represented appropriate numerical standards by which to measure and evaluate noise impacts. A significant noise impact would result if the project would:

1. Expose sensitive receptors to noise levels in excess of standards established in the City Noise Element and Municipal Code.
2. Expose people to excessive groundborne vibration or groundborne noise levels.

The analysis of the noise impact to potential noise sensitive birds is included in *Section 2.3* of this EIR. Although there are no CEQA, City, or County numerical thresholds for noise impacts to sensitive species, for the purposes of this analysis, a one-hour average noise level greater than

60 dB(A) is used as the threshold for determining significant noise impacts. This threshold is a generally accepted standard by USFWS for sensitive bird species. Also, studies such as the Bioacoustics Research Team (1997) concluded that 60 dB(A) is a single, simple criterion to use as a starting point for passerine impacts. In addition, noise levels above 60 dB(A) Leq occurring during the breeding season (March 15th through September 15th) may mask least Bell's vireo vocalizations and adversely affect reproductive success (SANDAG 1990).

Operational Noise

Thresholds for the Determination of Significance

The project would have a significant noise impact if operation of the proposed project would expose sensitive receptors to noise levels in excess of standards established in the City Noise Element or Municipal Code.

Analysis

The operation of the existing LCDF already contributes to the existing ambient noise levels in the vicinity of the project site. The existing LCDF would be replaced with a new facility in the same general location and, therefore, any increase in noise level would be the net difference. The existing facility's operational noise sources include mechanical equipment, such as air conditioning units, exhaust fans, and condenser units, outdoor human activity in defined limited areas, and an onsite announcement (speaker) system. No alarms or sirens are employed during normal operation of the facility. The existing facility does not require the use of helicopters.

Mechanical Equipment Noise Impacts

The proposed project's operational related noise sources would include mechanical equipment, such as air conditioning units, exhaust fans, condenser units. Equipment selection, sizing, and location will be determined during the design process, but would be similar to equipment at the existing LCDF facility, and noise generated would be within the sound level limits within the City Municipal Code standards. Therefore, the project would not result in the introduction of a substantial new source of noise, and noise impacts from this equipment would be less than significant.

Delivery/Service Purveyors Noise Impacts

Delivery/service purveyors would have access to parking areas outside the security perimeter and work-related areas. Trucks with requisitioned goods would also have access to the warehouse and other specified areas for delivery, loading, and repair services. Vendor deliveries by trucks

for the existing LCDF are on average 10 per day. With implementation of the project, the number of deliveries would stay the same but individual deliveries would be larger to satisfy the demand of the project. Therefore, operational traffic noise related to delivery/service purveyors would be the same as existing and no new impacts would result from the proposed project.

Announcement System

The existing detention facility uses an announcement system in the facility's outdoor areas. During a site visit on August 5, 2008, the outdoor announcement system was monitored. The outdoor announcement system has speakers facing inmate yard areas and the volume (loudness) can be controlled and adjusted by the deputies. The length of the announcements varies depending on the situation, but generally last between 20 and 30 seconds.

According to information provided by LCDF staff, outdoor announcements are made five to seven times per day, including, a wake up call at 6:00 a.m., a lunch call at 10:30 a.m., a dinner call at 4:00 p.m., and a lock down and a night-count call at 9:45 p.m.

The outside announcement system is also used by deputies in conjunction with the inside speakers when they are looking for a particular inmate or making other general announcements. When the inmates are inside, the deputies only use the inside system which has intercom speakers to call the inmates. The practice is to call into individual rooms and dorms to look for inmates who are scheduled to be released, have a medical need, or are scheduled for a court appearance.

As noted above, no alarms or sirens are employed, and emergency drills are discussed over hand-held radios only and are not audible beyond LCDF boundaries.

Potential noise impacts from stationary noise sources, such as the announcement system, are addressed in the City's Municipal Code, Section 8.12.040. This section in the City of Santee Municipal Code includes one-hour average sound level limits applicable to operational noise sources, such as an announcement system. No single-event noise level restrictions are identified in the City's Municipal Code.

The LCDF project site is zoned TC, which does not have applicable noise standards listed in the City's Municipal Code. The EIR analysis applies the Municipal Code sound level limits for residential zones, because residential areas exist adjacent to the project site. Therefore, the Municipal Code one-hour average sound level limits used in this analysis are:

- 50 dB between 7:00 a.m. to 7:00 p.m.
- 45 dB between 7:00 p.m. to 10:00 p.m.
- 40 dB between 10:00 p.m. and 7:00 a.m.

The existing LCDF announcement system Single-Event Noise Exposure Levels (SENELs) were monitored on August 5, 2008, between approximately 9:30 a.m. and 10:30 a.m. The SENEL is the sound exposure level of a single noise event (such as an aircraft flyover or a truck passby) measured over the time interval between the initial and final times for which the sound level of the single event exceeds the background noise level. The noise readings were taken during outside speaker announcements at the following locations:

a. On-site: at approximately 50 feet from the speakers at four different locations on the LCDF site.

b. Off-site: at the nearest residential property line, on Cottonwood Avenue, at the LCDF southern property line.

The measurements were taken with a calibrated Rion NL 32 (Serial Number 01030561) integrating sound level meter equipped with a ½-inch pre-polarized condenser microphone with pre-amplifier. This sound level meter meets the current American National Standards Institute standard for a Type 1 precision sound level meter. The monitor equipment was used in the fast time-weighted setting, and calibrated before and after the readings. The readings were taken at all locations at a height of approximately five feet above the ground. A summary of the 1-second A-weighted noise levels monitored averaged over the announcement durations is presented in the table below.

The data in the table below indicate the SENELs monitored during announcements at on-site locations range between 66 dBA and 83 dBA, and at the nearest off-site residential property line location between 48 dBA and 51 dBA.

LCDF Announcement Systems
Monitored Single-Event Noise Exposure Levels (SENEL)

Monitor Site	Duration	SENEL
On-site: C-Site	10 seconds	70 dBA
On-site: F2-Site	8 seconds	66 dBA
On-site: N1-Site	9 seconds	83 dBA
On-site: Dormitory -Site	10 seconds	67 dBA
Off-site: at nearest residential property line	10 seconds	48 dBA
Off-site: at nearest residential property line	10 seconds	51 dBA

As shown in the table, for the nearest residential property line locations, single-event noise at the first monitoring location attenuates to below (i.e., at 48 dBA) the City Municipal Code one-hour average limit of 50 dBA between 7:00 a.m. and 7:00 p.m. The second measurement location was

slightly above (i.e., at 51 dBA) the City's one-hour average limit. It should be noted that, due to the lack of established noise level limits for single events, the analysis applies an hourly average noise limit to a single event, which is extremely conservative in terms of estimating impacts.

The proposed LCDF would use an outdoor announcement system similar to that of the existing facility. The proposed announcement system would be designed, tested, and calibrated to minimize its audibility at the nearest sensitive property lines, and not exceed the City's Municipal Code one-hour average noise limits (again, an extremely conservative measure considering that these limits are designed to apply to hourly average noise levels). Such measures would effectively maintain noise from the speaker system at existing levels. To accomplish this, the following standards have been included in the project:

- The announcement system would use multiple smaller speakers spread throughout the outdoor inmate areas that will allow the volume in the outdoor inmate areas to be lower than it would be with a few, large speakers.
- The announcement system would be designed, calibrated, and operated so that individual announcements would not exceed 50 dB between 7:00 a.m. to 7:00 p.m. and 45 dB between 7:00 p.m. to 10:00 p.m. at the nearest property line that has a residential use.
- The announcement system would not be used between the hours of 10:00 p.m. to 7:00 a.m.

With the limited occurrences and durations of announcements, and design parameters incorporated to reduce single event noise levels of announcement systems, the noise level limits established in the City's Municipal Code would not be exceeded. Therefore, announcement system noise impacts would be less than significant.

Other Noise Sources

The operation at the new facility would not include the use of audible alarms, sirens, or helicopters. Therefore, no impacts related to these types of noise sources would result.

Traffic Generated Noise Impacts

Thresholds for the Determination of Significance

The project would have a significant noise impact if traffic from the proposed project would expose sensitive receptors to noise levels in excess of standards established in the City Noise Element.

Analysis

The project would generate traffic along several existing roads in the area including Mission Gorge Road, Woodside Avenue, Magnolia Avenue, Cottonwood Avenue, Town Center Parkway, and Cuyamaca Street. As noted in the traffic report, the existing LCDF already contributes traffic to these existing roadways. The project-generated traffic of 1,312 ADT would increase the existing noise along the adjacent roads by less than one dB Ldn, except for along Cottonwood Avenue near the project entrance. At this location, project-generated traffic would increase existing noise by less than two dB. Therefore, as shown in *Table 3.1.5-6*, the additional traffic volume along these roads would not increase the existing noise level in the project vicinity by three or more decibels, and the traffic noise increase would be less than significant.

As presented above, project-generated traffic noise would increase existing noise by a maximum of two dB, which is below the three decibel threshold established in the City Noise Element. Additional traffic noise resulting from the construction and operation of a 2-lane cul-de-sac access road would similarly result in less than significant noise impacts.

Construction Noise

Thresholds for the Determination of Significance

The project would have a significant noise impact if it would expose sensitive receptors to noise levels in excess of standards established in the City Municipal Code. For construction noise, a significant impact would occur if construction of the proposed project would cause noise at a level in excess of 75 dB for more than 8 hours during any 24-hour period when measured at or within the property lines of any property, which is developed and used either in part or in whole for residential purposes. These sound levels shall be corrected for time duration in accordance with *Table 3.1.5-5*.

Analysis

Construction activity for the proposed project can be characterized by the following operations: (1) clearing/excavation/site preparation/demolition, (2) building foundation, and (3) building construction. Noise impacts from construction activities of the proposed project are a function of the noise generated by construction equipment, the equipment location, the sensitivity of nearby land uses, and the timing and duration of the noise-generating activities.

All construction equipment, vehicles, personnel and materials staging areas would occur within the property lines of the proposed project. Construction equipment would include bulldozers,

concrete trucks, backhoes, excavators, loaders, graders, and trucks for excavating, compacting, and hauling.

The project's construction is anticipated to take 36 months and would be conducted in two primary phases. Phase I would develop the site to the east of the existing LCDF. Phase I construction for the LCDF project evaluated in this EIR would include demolition of three Edgemoor structures, site grading and construction of proposed facilities. Upon completion of Phase I, Phase II construction would commence. Phase II construction will require demolition and removal of the existing LCDF. Once the demolition is complete, grading and construction of the new Phase II facilities would occur. No nighttime, Sunday, and/or holiday construction is proposed.

Construction Equipment Noise Levels

The Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment (*Table 3.1.5-7*).

The data shown in *Table 3.1.5-7* are *maximum* noise levels (i.e., one-hour average), not the average sound level generally used in this assessment. The average sound level at construction sites is typically less than the maximum noise level because the equipment operates in alternating cycles of full power and low power. The average sound level of the construction activity also depends upon the amount of time that the equipment operates and the intensity of the construction during the time period. The equipment rotates in various directions (i.e., noisiest side of the equipment to quieter sides of the equipment), and moves around the construction site, especially during clearing, grubbing and grading activities.

Typically, the greatest one-hour average noise level occurs during clearing, grubbing and grading activities. Construction equipment used during this construction phase typically includes scrapers, dozers, compactors and water trucks. Noise calculations were conducted based on the type of equipment anticipated to be used for construction, including graders, bulldozers, loaders, water trucks, etc. Based on those noise calculations, the one-hour average noise level during ground clearing and grading activities ranges from approximately 75 to 80 dB at 50 feet from the closest construction work area.

Construction noise in a well-defined area (an area that is bounded by definable limits such as walls, slopes or other barriers) typically attenuates at approximately six dB per doubling of distance (Beranek and Ver 1992). At the closest homes, the one-hour average maximum noise level during construction is estimated to range between approximately 69 and 74 dB at 100 feet from these homes, to less than 60 dB for construction at a distance of 500 feet from the center of the construction work area. The one-hour average noise level from the project would be

approximately 75 dB or less at the homes south and east of the project site and along Magnolia Avenue during grading of the site. The construction activities would generally be 100 or more feet from the closest homes. The average noise level associated with the construction activities at this distance would be approximately 74 dB or less. These noise levels assume direct lines-of-sight between the receivers and the construction area. Construction noise would be less at other areas and during the later phases, such as foundation construction and framing. The project would be in compliance with City of Santee Municipal Code Section 8.121.290, regarding construction equipment usage, construction time period, and noise levels. Therefore, construction noise impacts would be less than significant.

Construction Noise Level at Nearest Noise-Sensitive Habitat

The nearest sensitive habitat area (i.e., suitable habitat for the least Bell's vireo) is located at approximately 250 feet to the north of the construction site. The construction noise levels at this location are estimated to range between 58 and 63 dB hourly Leq. Consequently, the construction noise levels could exceed the 60 dB hourly Leq threshold at the nearest noise sensitive habitat area, and impacts would therefore be significant (refer to Impact BI-3 in *Section 2.3*). The noise levels from construction in noise sensitive habitat areas at a distance of 500 feet or greater are estimated to range between 54 and 59 dB hourly Leq and would not exceed the 60 dB hourly Leq threshold. Therefore, impacts would be less than significant. Refer to *Section 2.3* for additional analysis.

Groundborne Vibration and Noise

Thresholds for the Determination of Significance

The project would have a significant noise impact if the project would expose people to excessive groundborne vibration or groundborne noise levels.

Analysis

Construction and demolition activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The development of the LCDF project, including demolition and construction, would not include blasting, pile driving or activities that could create excessive vibration. Also, construction would be limited to daytime hours. Based on this, neither short-term nor long-term annoyance or damage from construction vibration is expected, and the project's groundborne vibration or groundborne noise impacts would be less than significant.

3.1.5.3 Cumulative Impact Analysis

Table 3.1.5-8 summarizes the noise impacts of cumulative projects that are applicable to the proposed project, and *Table 1-3* provides additional details on cumulative projects. From the list of cumulative projects, the mixed use and retail development associated with the City's Town Center Specific Plan were included as the study area for cumulative noise impacts. The Villages at Fanita, Edgemoor projects, and other vicinity subdivisions were also included. This study area was chosen because these projects have the potential to contribute to cumulative noise impacts due to increased traffic and stationary noise impacts that would occur upon project completion. It should be noted that the Final MEIR for the Santee Town Center Specific Plan Amendment found that noise impacts due to project traffic would be mitigated to less than significant (City of Santee 2006a).

As urbanization increases within the Santee area, sensitive receptors will be exposed to greater noise associated with construction and traffic. Aside from the proposed project, because other projects are planned within the Santee area, a cumulative increase in ambient noise will likely occur. Construction of the project as well as other proposed projects in the study area would increase the exposure of people to noise impacts. The cumulative (with project) generated traffic would increase the existing vehicle noise levels along the adjacent roads by less than two dB Ldn, as shown in *Table 3.1.5-6*. The project-generated traffic would increase the future noise levels along adjacent roads by one dB Ldn or less. These potential increases do not exceed the City's Noise Element threshold of a three dB Ldn increase over the existing noise levels. Therefore, cumulative project traffic noise level increases are less than significant. Compliance with applicable noise regulations identified in *Section 3.1.5.2* would reduce the project's cumulative noise impacts during construction to a level that would be less than significant and not cumulatively considerable.

3.1.5.4 Significance of Impacts

Project-generated noise levels would not result in significant short-term or long-term noise disturbances for residential receptors or people near the project site. The project would not exceed the requirements of Section 8.12.290 of the City of Santee Municipal Code. Offsite, the proposed project would generate noise levels greater than 60 dB hourly Leq noise level within the nearest portion of adjacent habitat areas (within 250 feet from the construction area). *Section 2.3* of this EIR discusses these noise impacts to sensitive biological resources and recommended mitigation measures. Traffic noise generated by the project would be less than significant. No other significant noise impacts would result.

3.1.5.5 Conclusion

No significant noise impacts were identified and no mitigation measures are warranted.

3.1.6 Population and Housing

This section considers the potential effects of the proposed project to population and housing. Current demographic data are provided for the Year 2000 U.S. census. Estimates of population, housing, and employment are prepared annually by the San Diego Association of Governments (SANDAG) for jurisdictions, subregional areas, and major statistical areas. The SANDAG Year 2006 Estimates contain less detail than the Census 2000 Profiles therefore; the Year 2000 is used as the base year. The local population and housing forecasts were obtained from SANDAG. The Final 2030 forecast was accepted for use in planning and other studies by the SANDAG Board of Directors in September 2006. The employment and labor force data were obtained from the U.S. Census Bureau.

3.1.6.1 Existing Conditions

Demographic Characteristics

The population of San Diego County consisted of 2,813,833 residents in 2000. During the period between 2000 and 2030, the population of San Diego County is estimated to increase by approximately 42 percent, resulting in a 2030 population of approximately 3,984,753 residents. In comparison, the year 2000 population of the City of Santee was 52,975 residents, which accounts for approximately 2 percent of the total San Diego County population. Year 2030 population projections for the City of Santee expect the population to increase to 72,115 residents, which is an increase of 36 percent.

Housing Characteristics

The 2000 U.S. Census showed that there were 1,040,149 housing units within San Diego County, 4 percent of which were vacant. During the period between 2000 and 2030, the number of housing units within San Diego County is estimated to increase by approximately 33 percent, resulting in 1,383,803 housing units by the Year 2030. In comparison, the City of Santee contained 18,833 housing units in 2000, which accounts for approximately 1.8 percent of the total San Diego County housing units. Year 2030 projections for the City of Santee expect the number of housing units to total 24,747, which is an increase of 31 percent.

3.1.6.2 Analysis of Project Effects and Determination of Significance

The following significance thresholds for impacts to population and housing and are based on criteria provided in Appendix G of the CEQA Guidelines. A significant population and housing impact would result if the project would:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
2. Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere, or
3. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Project Related Population Growth

Thresholds for the Determination of Significance

A significant population and housing impact would occur if the project would induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Analysis

As described in *Section 1.8,* the proposed project consists of replacing an existing facility. While expansion of the facility is proposed to meet the projected increase in the female inmate population, this increase (and any associated increase in staff, etc.) would not foster economic or population growth, or the construction of additional housing.

The new staff for the project is expected to come from existing SDSD staff or from the local employment pool. The majority of these new jobs would require skill levels that could be met by existing residents of the region. In either case, it is not anticipated that the new staff would relocate to the project area given that the new facility is easily accessible by major highways (I-8, SR-67 and SR-125) and is located near the Santee Trolley Center which is served by bus and trolley lines. Residents throughout the County often commute fairly long distances to their jobs. Furthermore, as of August 2008, 11.5% of the staff at the existing LCDF lived in the City of Santee. Based on this percentage, the new staff for the expanded facility would result in approximately 16 to 23 new households in the city when the new jail is fully operational. According to the 2000 US Census, the City of Santee had 18,833 housing units. Twenty-three households would be less than 1% of this total. Therefore the proposed project would not create the need for the construction of additional housing.

In addition, due to the short-term nature of an average inmate's stay at the LCDF (typically one year or less), there is no reason to assume that family and visitors will relocate to the project area.

Obstacles to population growth are generally associated with lack of new employment opportunities and vital services such as roads, water, sewer, and electric lines. As discussed above in *Section 1.8.1*, the project would provide minimal new employment; however, this new employment is not anticipated to have a significant effect on population growth. Necessary road, water, sewer, and electrical services have previously been extended to the project site and vicinity and the project does not propose or require the construction of new houses; hence no growth-inducing impacts are anticipated from these sources.

Displacement of People or Existing Housing

Thresholds for the Determination of Significance

A significant population and housing impact would occur if the project:

- Would displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere, or
- Would displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Analysis

The proposed LCDF would replace the existing LCDF on and adjacent to the grounds of the existing LCDF. Existing land uses on the project site do not include residential units or business uses and therefore, the project would not require the removal or relocation of any residential units or business uses. Therefore, the proposed project would not result in significant impacts.

3.1.6.3 Cumulative Impact Analysis

The cumulative impact study area for the population and housing analysis is the City of Santee. The City limits represent an appropriate cumulative study area because existing and projected population characteristics are tabulated and measured by jurisdictional boundaries. City projects considered for the analysis of cumulative population and housing impacts are mapped on *Figure 1-9* and listed in *Section 1.7*. Cumulative projects which have either been built or are planned that contain large residential components per *Table 1-3* in *Section 1.7* include Riverview Residences, Villages at Fanita, Treviso Subdivision, Sky Ranch development, and Morningside Condominiums. One of the projects listed in *Table 1-3* could result in significant population and housing impact, the City's Riverview Office Park Master Plan Amendment: High Density Residential and Mixed-Use Overlay. The Initial Study prepared for the NOP for the Overlay project Supplemental EIR indicates that the significance of Population and Housing growth impacts are unknown and are being analyzed in the Supplemental EIR. The Initial Study also indicates that the City's proposed Overlay project could not be realized unless a County decision

to redevelop the project site with non-public land uses occurred. Overall, based on known information on the cumulative projects included within the cumulative impact study area (as listed in *Table 1-3*), the LCDF project would not contribute to an adverse cumulative impact.

As discussed in *Section 3.1.6.2*, the project would not require the removal of any existing housing units or displacement of any persons, and would have no effect on population growth in the area. In the absence of impacts to population and housing, no contribution to the accumulation of effects to population and housing would occur.

3.1.6.4 Significance of Impacts

The proposed project would not result in any significant impacts due to population and housing.

3.1.6.5 Conclusion

The proposed project would not result in population and/or housing impacts, and no mitigation measures would be required.

3.1.7 Public Services

3.1.7.1 Existing Conditions

Fire Protection and Paramedic Services

The proposed project is located in the City of Santee where fire protection services are provided by the Santee Fire Department. The Fire Department service area includes the City of Santee as well as roughly two square miles adjacent to Santee in the Pepper Drive area of the County. Since 1986, the City of Santee Fire Department has maintained an Insurance Service Office (ISO) Class 2 rating, based upon the ISO rating system of 1 through 10, with the highest rating being 1 and 10 the lowest. The City maintains a minimum daily staffing of 16 emergency response personnel including the on-call Duty Chief.

The Santee Fire Department provides fire and life safety education, inspection and prevention services, and code enforcement. The Fire Department is also responsible for emergency preparedness, management, and response to earthquakes, floods, explosion, fires, hazardous materials, rescue and medical response.

The City has two fire stations, Fire Station No. 4 located at 8950 Cottonwood Avenue (bounding the southern perimeter of the project site) and Station No. 5 located at 9130 Carlton Oaks Drive (located 1.25 miles to the west of the project site).

Response times for fire protection services vary within the City, with the current goal being to provide an average initial response time of no more than six minutes, and a response time of no more than ten minutes for supporting paramedic transport, 90 percent of the time (City of Santee 2003).

Paramedic advanced life support services are provided within the City with first responding fire companies and paramedic transport ambulances. The paramedic ambulances are staffed with firefighter paramedics and are located at Fire Station No. 4. Ambulances are also operated in partnership with the Lakeside Fire Protection District.

Police Protection Services

Law enforcement is provided by the San Diego County Sheriff's Department (SDSD). The SDSD Santee Sheriff station is located at 8811 Cuyamaca Street south of Mission Gorge Road. This station provides service to the City, which includes a 16.5-square mile area and a population of approximately 52,975. SDSD provides a full range of services including general patrol, traffic enforcement, criminal investigations, communications and dispatch and various management

support services. Other specialized services include community service officers, a crime prevention unit, senior volunteer patrol and juvenile intervention detectives. A recently opened storefront facility is also located in the Santee Trolley Square center at the northwest corner of Mission George Road and Cuyamaca Street. The average priority call response time for general law enforcement within the City is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes (City of Santee 2003).

SDSD administers a neighborhood watch program in the City aimed at reducing the number of burglaries through enhanced neighborhood security. SDSD also administers a similar program called Kids Watch, which is oriented towards children and teaches them how to watch their neighborhood and how to contact law enforcement. Four School Resource Officers from the Sheriff's Santee Station are assigned to high schools within the Grossmont Union High School District. The officers are an educational resource; providing both intervention and follow-up services. They act as an on-campus resource for school students to both provide a law enforcement liaison as well as to ensure a safe environment for learning. In addition, patrol deputies assigned to the Santee Station respond to calls for service from the elementary and middle schools in Santee.

Schools

The Santee School District (SSD) serves the area for grades kindergarten through eighth grade (K-8) and the Grossmont Union High School District (GUHSD) serves the area for ninth through twelfth grades (9-12). Existing schools operated by SSD in the project area include Rio Seco on Cuyamaca Street and Carlton Hills on Pike Road. Rio Seco had a March 2003 enrollment of 774 with a capacity of 1,037 students. Carlton Hills has a March 2003 enrollment of 776 with a capacity of 809 students.

GUHSD has three high schools in Santee: West Hills High School on Mast Boulevard near Medina Drive; Santana High School on Magnolia Avenue between Mast Boulevard and Second Street; and Homestead High School on Chubb Lane and Magnolia Avenue. West Hills High School had a March 2003 enrollment of 2,230 with a capacity of approximately 2,397 students. Santana High School had a March 2003 enrollment of approximately 1,800 with a capacity of 2,200 students. Homestead High School has an enrollment of approximately 150 students.

Parks and Recreation

There are no recreational resources located on the project site. However, there are three parks in the project vicinity. The nearest recreational resource is the San Diego River Corridor trail north of the project site, which includes a bicycle path and is part of the San Diego River Park providing 26 acres of land for public recreation as part of the City's local parks and recreation facilities (City of Santee 2003).

Santee Mini Park, which is a pocket park of approximately 0.25 acres in size, is located 0.25 miles to the south. Town Center Community Park is located approximately 0.45 mile to the northwest, and is approximately 55 acres in size.

3.1.7.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for impacts to public services are based on the criteria provided in Appendix G of the CEQA Guidelines. A significant impact to public services would result if the project would:

1. Have an effect upon, or result in a need for new or altered fire, police services, or schools or infrastructure that would result in an adverse physical effect to the environment.
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Fire Protection

Thresholds for the Determination of Significance

The project would have a significant environmental impact related to the provision of fire protection infrastructure and services if any of the following would occur with project implementation:

- Have an effect upon, or result in a need for new or altered fire services or infrastructure that would result in an adverse physical effect to the environment.

Analysis

Implementation of the proposed project would replace the existing LCDF's aged structures with modern facilities. When compared to the existing facility, the project's replacement of aged structures with modern facilities designed to meet current public safety, including fire standards and codes, would decrease fire hazards onsite. A Project Facility Availability Form was received from the City Fire Department on April 26, 2007 indicating that the adjacent Santee Fire Station No. 4 would have the ability to maintain current service levels and acceptable service ratios with implementation of the proposed project.

Santee Fire Station Number 4 is located immediately adjacent to the existing facility and the proposed project site on Cottonwood Avenue as shown on Figures 1-5 and 3.1-8. Emergency access to the project site would be readily available from Cottonwood Avenue on the south and Riverview Parkway on the north as shown on Figure 1-5. Construction of a 2-lane cul-de-sac access road (portion of Riverview Parkway) would also maintain adequate fire protection access to the LCDF. Fire Department response times should not change, because the location of the facility relative to the fire station would not change with the proposed project. And as noted above, the Santee Fire Department confirmed that there would be no change in service levels at this fire station if the proposed project were built.

It should be noted that, pursuant to State regulations, the SDSD must prepare a policy and procedures manual for the new facility. The manual must include emergency procedures including a fire suppression pre-plan California Code of Regulations (CCR), title 15, section 1029(a)(7)(A). The SDSD must consult with the Santee Fire Department, State Fire Marshal, or both, to develop a fire suppression plan that includes a fire suppression pre-plan by the local fire department, monthly fire prevention inspections by facility staff, fire prevention inspections by the State Fire Marshal or local fire department at least every two years and an evacuation plan. CCR title 15, section 1032. The existing LCDF facility maintains an evacuation plan in compliance with the above-stated requirements. The existing plan provides procedures for: 1) notifying the control deputy in the event of a fire; 2) securing the ventilation system; 3) evacuating all inmates from the fire area; 4) lockdown of all inmates away from the fire area; and 5) suppression or containment of the fire. In addition, the plan calls out specific evacuation routes for each area of the facility. The new facility's evacuation plan would be substantially the same in terms of ingress and egress locations, as well as basic evacuation procedures.

Based on the ability of the Santee Fire Department to serve the site, and no substantial reduction in responses times, the project would not result in a significant impact related to the need for new or altered fire protection facilities or to fire protection services.

Police Protection

Thresholds for the Determination of Significance

The project would result in a significant environmental impact related to the provision of police protection infrastructure and services if any of the following would occur with project implementation:

- Have an effect upon, or result in a need for, new or altered police services or infrastructure that would result in an adverse physical effect to the environment.

Analysis

SDSD, the project proponent, would continue to provide for the security needs of the LCDF, and therefore, the project is not dependent on a local police force. The detention facility staff includes Sheriff's deputies who are on-site 24 hours per day, 7 days per week, and almost all incidents at the facility are handled by on-site deputies. On those rare occasions when law enforcement deputies are called, the response would be from the Sheriff's Station on Cuyamaca Street in Santee. Police response times would not be affected. No additional demand for services, increased response times, or other effects on police services to the City of Santee would result from project implementation.

Schools

Thresholds for the Determination of Significance

The project would result in a significant environmental impact related to the provision of school infrastructure and services if any of the following would occur with project implementation:

- Have an effect upon, or result in a need for, new or altered schools or infrastructure that would result in an adverse physical effect to the environment.

Analysis

As discussed in *Section 3.1.6,* the proposed project would not affect population growth and therefore would not result in a significant impact related to the need for new or altered school facilities or infrastructure or existing schools. Moreover, new employees would not affect the Santee School District unless the employees moved into new housing located in the School District. The County is not aware of any evidence that new housing would be available in Santee when Phase II of the proposed facility opens in about 2014 or that new employees would move into the new housing. If new housing would be available, the housing would have paid the statutorily authorized fee (explained below) to offset any potential impacts on the School District. If the new employees moved into existing housing in the School District, families currently in those houses would have moved out, thus off setting any potential effect.

Lastly, Government Code section 65970 et seq. and Education Code section 17620 set forth the exclusive means for "considering and mitigating impacts on school facilities" for new development. See Gov. Code, section 65996(a). Any facility that is owned and occupied by a federal, state or local government is exempt from this mitigation scheme. See Gov. Code, section 65995(d). Thus, the state legislature has determined that the fees that school districts may impose under Government Code section 65970 et seq. mitigate any impacts that new

development may have on school facilities. According to the comment letter the Santee School District submitted on the April 2008 Draft EIR, the School District collects these fees.

Parks

Thresholds for the Determination of Significance

The project would result in a significant public services impact if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Analysis

The proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment, because the project would not result in a substantial population increase (see Section 3.1.6). The project would not include public recreational facilities, or require construction or expansion of recreational facilities. Therefore, the project would not result in a significant impact to parks or other recreational facilities.

3.1.7.3 Cumulative Impacts

Projects considered for the analysis of cumulative public services impacts are mapped on *Figure 1-9* and listed in *Section 1.7.* From the list of cumulative projects, the Riverview Office park and Town Center Specific Plan Amendment were included in the study area for cumulative public services impacts. This study area was chosen because these projects have the potential to contribute to cumulative public services impacts given their proximity to the proposed LCDF project. No projects located within the cumulative study area were determined to result in significant impacts to public services, therefore an existing substantial adverse cumulative impact does not exist.

All agencies providing service to the project have indicated that services and facilities are available to adequately serve the project site and no significant impacts related to public services were identified. The existing level of service from all agencies is adequate to serve the proposed project and the project would not contribute to a significant demand for additional facilities for service agencies. In addition, all future development within the area will be required to demonstrate that adequate services and facilities are available to serve proposed development. As

such, the cumulative projects would not result in a cumulatively significant impact on public services.

3.1.7.4 Significance of Impacts

The proposed project would not result in any significant impacts to public services.

3.1.7.5 Conclusion

The proposed project would not result in any significant impacts to public services, and therefore no mitigation measures are required.

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3.1.8 Utilities and Service Systems

This section presents the utility and service providers in the project area and project impacts associated with increased demand.

3.1.8.1 Existing Conditions

Wastewater Treatment

Wastewater treatment for the project site is provided by the Padre Dam Municipal Water District (PDMWD) and Lakeside Sanitation District. Wastewater conveyed through the PDWMD is discharged to the City of San Diego Metropolitan Wastewater Department system for treatment at the Point Loma Wastewater Treatment Plant and offshore discharge into the Pacific Ocean (approximately 60 percent). The remaining 40 percent of wastewater flow is diverted to the Santee Wastewater Treatment Plant for treatment and distribution to commercial uses and Santee Lake Recreation Preserve. It is estimated that the existing LCDF's sewage flow is approximately 60,900 gallons per day (gpd).

Two separately owned collection systems are located near the site. A 27-inch Lakeside Interceptor traverses to the northwest of the site and is owned and operated by the Lakeside Sanitation District. The existing LCDF ties into the 27-inch interceptor in the northwest corner of the site. In addition, a 15-inch line that is owned and operated by the PDMWD approaches the existing site from the north. The 15-inch line connects to the 27-inch line approximately 600 feet west of the existing LCDF. Lastly, to the east within Magnolia Avenue, an 8-inch PDMWD pipeline exists.

Water Supply

Water Supply is provided to the project area and existing LCDF by the PDMWD for potable water. The PDMWD serves all of the City of Santee, the northwesterly portion of El Cajon and the communities of Lakeside and Alpine. Currently the PDMWD serves over 12,975 accounts to a population of more than 130,000. PDMWD's potable water is purchased from the San Diego County Water Authority (CWA) which in turn purchases water from the Water Metropolitan District of Southern California. Water is also obtained from the Helix Water District. Recycled water is not available to the project site.

The project site is bordered by three water mains: a 10-inch main in Cottonwood Avenue, a 14-inch main in Magnolia Avenue, and a 12-inch main that traverses just northeast of the project site. Two of the three mains serve the existing LCDF, including the 4-inch meter that taps into the 10-inch main in Cottonwood Avenue near the fire station.

Solid Waste and Recycling

Waste Management, Inc. provides solid waste services for the City of Santee. Waste Management provides curbside collection, refuse disposal, curbside recycling, yard waste collection and public education. Waste Management implements programs necessary to meet the state mandated 50 percent waste reduction goal established by AB 939.

In 2004, the California Integrated Waste Management Board indicated the City has an approximate waste diversion rate of 49 percent. City waste includes business waste (87 percent) and household disposal (13 percent) (California Integrated Waste Management Board website, accessed November 14, 2006).

Solid Waste generated by the existing LCDF is currently hauled to the Sycamore Sanitary Landfill and the Otay Landfill. The Sycamore Sanitary Landfill in Santee is owned and operated by Allied Waste Industries, Inc. The landfill has a permitted maximum disposal of 3,965 tons per day and as of September 2006, had a remaining capacity of 85 percent. The California Integrated Waste Management Board anticipates a closure date of December 31, 2031. The Otay Landfill in Chula Vista is also owned and operated by Allied Waste Industries. The landfill has a permitted maximum disposal of 5,000 tons per day and, as of November 2006, had a remaining capacity of 31 percent. The California Integrated Waste Management Board anticipates a closure date of April 30, 2021.

The existing LCDF currently has the following recycling/waste management programs in place:

- Pallets: currently recycled by Ramona Pallets
- Grass recycling and Yard Waste: a Grossmont College Instructor voluntarily monitors and recycles grass and yard wastes
- Metal and Construction Debris: taken to County salvage
- Office Paper: Serviced by Safeshred
- Universal waste and toner cartridges: recycled by administration staff
- Electronic waste: taken by Sheriff's Data Services when equipment is replaced, or sent to County salvage

3.1.8.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds impacts to utilities and service systems are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact to utilities and services would result if the project would:

1. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
2. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
3. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or if new or expanded entitlements are needed.
4. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
5. Not comply with federal, state and local statutes and regulations related to solid waste.

Wastewater Treatment

Thresholds for the Determination of Significance

A significant utilities and service systems impact would occur if the project would:

- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Analysis

Wastewater from the proposed project would be conveyed via the existing 15-inch sewer line that currently serves the site. The existing line may require realignment on the project site to facilitate maintenance requirements of the PDMWD. The proposed project would increase the existing flow from the existing LCDF, but the projected increase in wastewater would not exceed the current capacity of existing treatment facilities. The proposed project's demand would not necessitate the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the project would have a less than significant impact on wastewater treatment facilities.

Water Supply

Thresholds for the Determination of Significance

A significant utilities and service systems impact would occur if the project would:

- Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or if new or expanded entitlements are needed.

Analysis

The existing facility uses on average approximately 60,000 gpd of water. It is estimated that the proposed project would use approximately 100,000 gpd of water, an increase of approximately 40,000 gpd. The County requested PDMWD to prepare a Water Supply Assessment for the proposed project. PDMWD determined that an assessment was not required for a project of this size.

The project would be supplied with potable water through a new 10-inch main that would run from Cottonwood Avenue to Magnolia Avenue with on-site connections installed during site development (PDMWD 2007). The existing 10-inch water main in Cottonwood Avenue would be abandoned. PDMWD provided a water availability letter dated November 18, 2008. In its letter, PDMWD notes that additional water would not be needed for the proposed project until about 2013 and confirming that, under today's conditions, PDMWD would issue will-serve letters for the proposed project. In addition, as noted above, a Water Supply Assessment was not required for the project. Therefore, sufficient water is available for the proposed project.

In its letter, PDMWD stated that a water offset program is being discussed by a General Manager Group at the San Diego County Water Authority. If such a program is developed and PDMWD implements it, the County would participate in the program if it applied to the detention facility. Moreover, the County will develop and implement a plan to reduce water use at the new facility.

The existing water supply mains are adequately sized to serve the project. Therefore, aside from the installation of the new water line on site, no new potable water facilities or expansion of existing facilities would be required as a result of this project, and impacts would be less than significant.

Solid Waste Capacity

Thresholds for the Determination of Significance

A significant utilities and service systems impact would occur if the project would not:

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; and
- Comply with federal, state and local statutes and regulations related to solid wastes.

Analysis

Waste Management would be responsible for hauling solid waste generated during construction and operation to either the Sycamore Landfill or Otay Landfill. Waste Management also provides a commercial recycling program. The recycling program includes recycling of glass bottles and jars, cardboard, newspapers, cans, plastic containers and mixed paper. Existing source reduction, recycling and composting programs would further reduce the project's waste disposal by as much as 50 percent. Due to the existing available capacity at landfills serving the site, implementation of the proposed project would have a less than significant impact on local solid waste facilities.

No federal, state or local statutes or regulations related to solid waste apply to the project. However, the County has a construction and demolition debris recycling ordinance, which requires 90 percent of inerts and 50 percent of all other materials to be recycled from a project (County Code of Regulatory Ordinances Section 68.513). The proposed project will comply with this ordinance. Construction of the proposed LCDF would require the demolition of the existing LCDF and three Edgemoor buildings. It is anticipated that 10 percent of inert materials and 50 percent of the other materials generated by the demolition would be taken to a landfill. Therefore no significant impact would result.

3.1.8.3 Cumulative Impact Analysis

Projects in the vicinity of the proposed project considered for the analysis of public utilities impacts are mapped on *Figure 1-9* and listed in *Section 1.7*. The Santee Town Center Specific Plan was selected as the cumulative impact study area for public utilities due to these project's potential to impact local utility providers' ability to service this developing area. These projects include Riverwalk Subdivision, Riverview Office Park, Riverview Residential, Hollywood Theater, and Riverview Office Park Master Plan Amendment: High Density Residential and Mixed-Use Overlay. Several of these projects either have not completed environmental documents or would have less than significant utilities and service system impacts. Two projects,

Villages at Fanita and Lakeside Downs (through preliminary analysis conducted in the Initial Study), identified significant but mitigable impacts to public services and utilities. Mitigation for each of the cumulative projects' effects would be required prior to granting of building permits by area lead agencies, and a number of mitigation avenues exist (e.g., providing the service, contributing to pro-rata share, or participating in an assessment district). These project-specific mitigation measures would avoid any substantial adverse cumulative impact from occurring to local public services and utilities.

Solid waste pickup and disposal at the proposed project would be performed by Waste Management. When combined, the other projects within the Santee Town Center Specific Plan would result in a cumulative increase in the amount of solid waste that is generated which requires disposal at a regional landfill facility. Considered with other past, present, and foreseeable future projects, the proposed project would contribute to the total flow of solid waste generated in the region. There are several options presently available for disposal of solid waste to meet planned growth, such as disposal at planned landfills and recycling, which would reduce the volume of solid waste needing to be disposed of in the Sycamore and Otay landfills. As identified in *Section 3.1.8.1*, the Sycamore Sanitary Landfill has a remaining capacity of 85 percent and the Otay Landfill has a remaining capacity of 31 percent. As such, these landfills could accommodate cumulative project solid waste needs, and the proposed project would have a less than significant cumulative impact on waste disposal.

No cumulative impacts have been identified related to water or sewer services. PDMWD would have adequate supplies and capacities to service the proposed project and cumulative development projects within their service areas as documented in its master plans.

3.1.8.4 Significance of Impacts

The proposed project would not result in any significant impacts to public utilities.

3.1.8.5 Conclusion

Development of the proposed project would not significantly impact public utilities, and no mitigation measures are warranted.

Table 3.1.2-1
LARA Rating Results for the Las Colinas Detention Facility

	Rating Factor	LARA Rating Results
Required Factors	Water	High
	Climate	High
	Soil Quality	Moderate
Complementary Factors	Surrounding Land uses	Low
	Land Use Consistency	Low
	Topography	High

Table 3.1.2-2
Interpretation of LARA Model Results

LARA Model Results			LARA Model Interpretation
Possible Scenarios	Required Factors	Complementary Factors	
Scenario 1	All three factors rated high	At least one factor rated high or moderate	This site is an important agricultural resource
Scenario 2	Two factors rated high, one factor rated moderate	At least two factors rated high or moderate	
Scenario 3	Once factor rated high, two factors rated moderate	At least two factors rated high	
Scenario 4	All factors rated moderate	All factors rated high	
Scenario 5	At least one factor rated low importance	N/A	This site is not an important agricultural resource
Scenario 6	All other results		

Source: County of San Diego 2007

Table 3.1.3-1
Ambient Air Quality Standards

Pollutant	Average Time	California Standards		National Standards		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
Ozone (O_3)	1 hour	0.09 ppm (180 μg/m³)	Ultraviolet Photometry	--	--	Ethylene Chemiluminescence
	8 hour	0.070 ppm (137 μg/m³)		0.08 ppm (157 μg/m³)	0.08 ppm (157 μg/m³)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m³)	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
Nitrogen Dioxide (NO_2)[1]	Annual Average	0.030 ppm (57 μg/m³)	Gas Phase Chemiluminescence	0.053 ppm (100 μg/m³)	0.053 ppm (100 μg/m³)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 μg/m³)		--	--	
Sulfur Dioxide (SO_2)	Annual Average	--	Ultraviolet Fluorescence	0.03 ppm (80 μg/m³)	--	Pararosaniline
	24 hours	0.04 ppm (105 μg/m³)		0.14 ppm (365 μg/m³)	--	
	3 hours	--		--	0.5 ppm (1300 μg/m³)	
	1 hour	0.25 ppm (655 μg/m³)		--	--	
Respirable Particulate Matter (PM_{10})	24 hours	50 μg/m³	Gravimetric or Beta Attenuation	150 μg/m³	150 μg/m³	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 μg/m³		--	--	
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 μg/m³	Gravimetric or Beta Attenuation	15 μg/m³	15 μg/m³	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 μg/m³	35 μg/m³	
Sulfates	24 hours	25 μg/m³	Ion Chromatography	--	--	--
Lead (Pb)	30-day Average	1.5 μg/m³	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 μg/m³	1.5 μg/m³	
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 μg/m³)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 μg/m³)	Gas Chromatography	--	--	--

Table 3.1.3-2
Summary of Health Effects of the Major Criteria Pollutants

Air Pollutant	Primary Health Effect
Ozone (O_3)	▪ Aggravation of respiratory and cardiovascular diseases ▪ Impairment of cardiopulmonary function ▪ Eye irritation
Respirable and fine particulates (PM_{10} and PM_{25})	▪ Increased risk of chronic respiratory disease ▪ Reduced lung function ▪ Increased cough and chest discomfort ▪ Particulate matter 10 microns or less in size (PM_{10}) may lodge in and/or irritate the lungs
Carbon monoxide	▪ Impairment of oxygen transport in the bloodstream, increase of carboxyhemoglobin ▪ Aggravation of cardiovascular disease ▪ Impairment of central nervous system function ▪ Fatigue, headache, confusion, dizziness ▪ Death at high levels of exposure ▪ Aggravation of some heart diseases (angina)
Nitrogen dioxide (NO_2)	▪ Risk of acute and chronic respiratory disease
Sulfur dioxide (SO_2)	▪ Aggravation of respiratory diseases (asthma, emphysema) ▪ Reduced lung function ▪ Irritation of eyes

Source: South Coast Air Quality Management District 1993.

Table 3.1.3-3
Attainment Status of San Diego Air Basin

	Ozone		PM_{10}		CO		NO_2		SO_2	
Air Basin	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal
San Diego	Non-attainment	Basic Non-attainment	N	A	A	A	A	A	A	A

Note: A = Attains Ambient Air Quality Standards; N = Nonattainment

Source: CARB 2007 (http://www.arb.ca.gov/desig/desig.htm) and U.S. EPA 2007 (http://www.epa.gov/region09/air/).

Table 3.1.3-4
Screening-Level Criteria for Air Quality Impacts

Emissions	Total Emissions		
Construction Emissions			
Respirable Particulate Matter (PM_{10})	100 lbs/day		
Fine Particulate Matter ($PM_{2.5}$)	55 lbs/day		
Oxides of Nitrogen (NO_x)	250 lbs/day		
Oxides of Sulfur (SO_x)	250 lbs/day		
Carbon Monoxide (CO)	550 lbs/day		
Volatile Organic Compounds (VOCs)[1]	75 lbs/day		
Operational Emissions			
	Lb. Per Hour	Lb. per Day	Tons per Year
Respirable Particulate Matter (PM_{10})	---	100	15
Fine Particulate Matter ($PM_{2.5}$)	---	55	10
Oxides of Nitrogen (NO_x)	25	250	40
Oxides of Sulfur (SO_x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)	---	75	13.7
Toxic Air Contaminant Emissions			
Excess Cancer Risk	1 in 1 million		
Non-Cancer Hazard	1.0		

Table 3.1.3-5
Total Daily Peak Construction Air Emissions (with Dust Control Measures)

Construction Phase	Maximum Daily Emissions (Pounds/Day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition						
Fugitive Dust	-	-	-	-	29.28	6.09
Off-Road Diesel	5.12	42.87	17.04	-	2.29	2.10
On-Road Diesel	2.08	32.94	11.12	0.04	1.45	1.26
Worker Trips	0.05	0.09	1.59	0.00	0.01	0.01
TOTAL	7.26	75.91	29.74	0.04	33.03	9.45
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Grading/Site Preparation						
Fugitive Dust	-	-	-	-	32.19	8.16
Off-Road Diesel	15.25	126.26	46.01	-	2.95	2.71
Worker Trips	0.10	0.16	2.86	0.00	0.02	0.01
TOTAL	15.35	126.42	48.87	0.00	35.16	10.34
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Building Construction						
Building Construction Off-Road Diesel	6.20	53.63	22.04	-	2.23	2.06
Building Vendor Trips	0.31	3.86	3.34	0.01	0.18	0.15
Building Construction Worker Trips	1.07	1.81	33.44	0.03	0.25	0.13
Architectural Coatings	45.32	-	-	-	-	-
Architectural Coatings Worker Trips	0.04	0.06	1.19	0.00	0.01	0.01
Asphalt Off-gassing	0.05	-	-	-	-	-
Asphalt Off-Road Diesel	2.30	15.35	8.84	-	1.16	1.07
Asphalt On-Road Diesel	0.01	0.14	0.05	0.00	0.01	0.01
Asphalt Worker Trips	0.02	0.04	0.76	0.00	0.01	0.00
TOTAL	55.31	74.89	69.65	0.04	3.65	3.42
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No

Sources: SRA 2008; SCAQMD CEQA Air Quality Handbook 1993.

CO Carbon monoxide
ROG Reactive organic gases
NO_x Nitrogen oxides
PM_{10} Fugitive dust

Table 3.1.3-6
Project-Related Operational Emissions

Emission Source	Maximum Daily Emissions (Pounds/Day), Summer Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Energy Use	0.25	3.42	2.87	0.00	0.01	0.01
Landscaping	0.13	0.02	1.60	0.00	0.00	0.00
Architectural Coatings	1.36	-	-	-	-	-
Vehicular Emissions	14.54	12.98	113.47	0.10	16.69	3.26
TOTAL	16.28	16.42	117.94	0.10	16.70	3.27
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Emission Source	Maximum Daily Emissions (Pounds/Day), Winter Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Energy Use	0.25	3.42	2.87	0.00	0.01	0.01
Architectural Coatings	1.36	-	-	-	-	-
Vehicular Emissions	10.42	17.62	114.60	0.08	16.69	3.26
TOTAL	12.03	21.04	117.47	0.08	16.70	3.27
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Energy Use	0.13	1.85	1.56	0.00	0.00	0.00
Landscaping	0.50	0.02	3.12	0.00	0.01	0.01
Emission Source	Annual Emissions (Tons/Year)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Energy Use	0.05	0.62	0.52	0.00	0.00	0.00
Landscaping	0.01	0.00	0.14	0.00	0.00	0.00
Architectural Coatings	0.25	-	-	-	-	-
Vehicular Emissions	2.40	2.66	20.78	0.02	3.05	0.59
TOTAL	2.71	3.28	21.44	0.02	3.05	0.59
Significance Threshold	*13.7*	*40*	*100*	*40*	*15*	*10*
Above Threshold?	No	No	No	No	No	No

Source: SRA 2008.

Table 3.1.3-7
CO Concentration Plus Background
(in ppm)

Roadway Segment	Future with Project	
1-Hour CO Concentration		
	am	pm
Magnolia Avenue between Mission Gorge and Riverview	7.2	7.3
8-Hour CO Concentration		
Magnolia Avenue between Mission Gorge and Riverview	6.11	

Source: SRA 2008

Table 3.1.3-8
Construction Health Risk Calculation

Impact based on 1 g/s	4.9 micrograms/cubic meter			
Construction Phase	Emissions, lbs/day	Duration of Phase, months	Impact, micrograms/ cubic meter	Excess Cancer Risk
Demolition	2.29	2	0.01202	1.29E-08
Grading	4.54	3	0.02383	3.83E-08
Building Construction	2.23	30	0.01171	1.88E-07
Building Construction and Paving	3.39	3	0.01780	2.86E-08
Total Risk				2.68E-07

Table 3.1.3-9
Estimate of Project-related Greenhouse Gas Emissions (pounds per day)

	CO_2e
California Statewide Average Daily Emissions (year 2004)[a]	2,972,314,499
Project Emissions	
Maximum Construction-period Emissions[b]	12,859
Operations-period Emissions	
Mobile Source	326,016
Area Source	4,103
Stationary Source	13,709
Total Operations-period Emissions	343,828
Daily Significance Threshold	N/A
Exceed Significance Threshold?	NA

Notes:
[a] Inventory of California GHG Emission 1990 to 2004 (CEC 2006).
[b] URBEMIS 2007 output files are provided in the Air Quality Appendix of the EIR.
Source: INF Jones & Stokes 2008.

Table 3.1.4-1
LCDF Project Consistency with the Multiple Species Conservation Program (MSCP)

Habitat Conservation Plan	Consistency Analysis	Project Conformance/ Nonconformance
City of Santee MSCP Draft Subarea Plan	No impacts to any plant or wildlife species that would potentially be covered under the Subarea Plan; would not conflict with or preclude assembly of the MSCP Preserve.	Conformance

Table 3.1.5-1
Noise Terms and Definitions

TERM	*DEFINITIONS*
Ambient Noise Level	*The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.*
A-Weighted Sound Level, dB(A)	*The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.*
Community Noise Equivalent Level, CNEL	*CNEL is the average equivalent A-weighted sound level during a 24-hour day and it is calculated by adding 5 dB to sound levels in the evening (7 pm to 10 pm) and adding 10 dB to sound levels in the night (10 pm to 7 am).*
Day/Night Noise Equivalent Level, Ldn	*Ldn is the average equivalent A-weighted sound level during a 24-hour day and it is calculated adding 10 dB to sound levels in the night (10 pm to 7 am).*
Decibel, dB	*A unit for measuring sound pressure level and is equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micropascals.*
Equivalent Noise Level, Leq	*The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is designed to average all of the loud and quiet sound levels occurring over a time period.*

Table 3.1.5-2
Typical Sound Levels Measured in the Environment and Industry

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	*Subjective Impression*
Civil Defense Siren (100 ft.)	130		
	120		*Threshold of pain*
	110	Rock Music Concert	
Pile Driver (50 ft.)	100		*Very loud*
Power Lawn Mower (3 ft.)			
Motorcycle (25 ft.)	90	Boiler Room	
Diesel Truck (50 ft.)		Printing Press Plant	
Garbage Disposal (3 ft.)	80		*Moderately loud*
Vacuum Cleaner (3 ft.)	70		
Normal Conversation (3 ft.)			
	60		
		Department Store	
Light Traffic (100 ft.)	50	Private Business Office	
Bird Calls (distant)	40		*Quiet*
Soft Whisper	30	Quiet Bedroom	
	20	Recording Studio	
	10		*Just Audible*
	0		*Threshold of hearing*

Table 3.1.5-3
Measured Exterior Noise Levels

Site	Description	Date/Time	L_{eq}[1]	Cars	MT[2]	HT[3]	Buses	MC[4]
1	At 70 feet to centerline of Mission Gorge Road	February 6, 2007 7:25 a.m. to 7:55 a.m.	71	1006	20	15	6	2
2	Cottonwood Avenue and Mission Gorge Road, at 35 feet to center line of Cottonwood Avenue	February 6, 2007 7:25 a.m. to 7:55 a.m.	63	60	4	0	1	1
3	At dirt road along backyards of adjacent homes	February 6, 2007 8:15 a.m. to 9:15 a.m.	58	0	0	0	0	0
4	At 50 feet to centerline of Magnolia Avenue	February 6, 2007 8:20 a.m. to 8:50 a.m.	68	554	11	7	6	1
Site	Description	Date/Time	L_{eq}[1]					
5	Biological habitat area	July 7, 2007 12 noon to 12:15 p.m.	50					
6	Biological habitat area	July 7, 2007 12:20 p.m. to 12:35 p.m.	46					
7	Biological habitat area	July 7, 2007 12:40 p.m. to 12:55 p.m.	49					

Notes:
[1] Equivalent Continuous Sound Level (Time-Average Sound Level)
[2] Medium Trucks
[3] Heavy Trucks
[4] Motor Cycles

General Note:
February 6, 2007: Temperature 50 – 56 degrees, cloudy skies, 1 mph variable / westerly wind, Humidity 45 – 55 %.
July 7, 2007: Temperature 75 degrees, clear skies, 2 mph variable / westerly wind, Humidity 50%.

Table 3.1.5-4
Existing Traffic Noise Levels Modeled[1]

Roadway	Traffic Volume ADT	Speed Miles/hour	Noise level at 75 feet from roadway dB(A) Leq
Mission Gorge Road	26,900	40	72
Magnolia Avenue	18,600	40	68

[1] Vehicle mix assumed to be the same as in *Table 3.1.5-3*. Vehicle speed 40 mph. Hard site conditions.

Table 3.1.5-5
City Municipal Code – Construction Noise

Total Duration in 24 Hours	Decibel Level Allowance (in Excess of 75 Decibels)	Total Decibel Level
Up to fifteen minutes	+15	90
Up to 30 minutes	+12	87
Up to 1 hour	+9	84
Up to 2 hours	+6	81
Up to 4 hours	+3	78
Up to 8 hours	0	75

Table 3.1.5-6
Offsite Traffic Noise Level Increase

Street (Segment)	Exist. ADT	Existing w/ Project ADT	Ldn Increase[1] (dB)	Near Term Cumulative w/ Project ADT	Ldn Increase[2] (dB)	Ldn Increase[3] (dB)
Mission Gorge Road						
Town Center Pkwy to Cuyamaca St.	30,300	30,500	<1	32,000	<1	<1
Cuyamaca St. to Civic Center Dr.	26,810	27,072	<1	28,562	<1	<1
Civic Center Dr. to Cottonwood Ave.	26,900	27,162	<1	28,562	<1	<1
Cottonwood Ave to Magnolia Ave.	25,900	26,000	<1	27,400	<1	<1
Woodside Avenue						
East of Magnolia Ave.	23,300	23,600	<1	24,800	<1	<1
Magnolia Avenue						
Mast Blvd. to Mission Gorge Rd.	18,600	19,191	<1	20,091	<1	<1
Mission Gorge Rd to Prospect Ave.	25,100	25,600	<1	26,900	<1	<1
Cottonwood Avenue						
Mission Gorge Rd to Prospect Ave.	2,900	2,900	0	3,000	<1	<1
north of Mission Gorge Rd.	1,100	1,559	<2	1,659	<1	<1
Town Center Parkway						
west of Cuyamaca St.	11,900	12,066	<1	12,566	<1	<1
east of Cuyamaca St.	9,900	10,162	<1	10,662	<1	<1
Cuyamaca Street						
Mast Blvd. to Town Center Pkwy	30,400	30,466	<1	32,066	<1	<1
Town Center Pkwy to Mission Gorge Rd.	19,480	19,611	<1	20,631	<1	<1
Mission Gorge Rd. to Prospect Ave.	21,600	21,700	<1	22,897	<1	<1

[1]Existing vs. existing plus project noise increase.
[2]Existing vs. near term cumulative with project.
[3]Project contribution to near-term cumulative.
Sound levels are rounded to the nearest whole dB.
Traffic volumes provided by VRPA (2008).

Table 3.1.5-7
Construction Equipment Noise Levels (1)

Equipment Type	Typical Equipment dB(A) at 50 ft	"Quiet" (2) Equipment dB(A) at 50 ft
Air Compressor	81	71
Backhoe	85	80
Concrete Pump	82	80
Concrete Vibrator	76	70
Truck, Crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Pavers	88	80
Pneumatic Tools	85	75
Pile Driver	100	NA
Water Pump	76	71
Power Hand Saw	78	70
Shovel	82	80
Trucks	88	83

[1] Source: Environmental Protection Agency (EPA)
[2] Quieted Equipment: with enclosures, mufflers, or other noise-reducing features.

Table 3.1.5-8
Cumulative Projects Related to Noise

Project No. (from Table 1-3)	Project Name	Status	Project-Level Impacts
2	Market Place at Santee	MND prepared March 2007; Approved May 2007; demolition completed and grading commenced	Noise limits would be exceeded at the east property line during daytime, evening, and nighttime hours without attenuation (mitigated to less than significant).
4	San Diego River Restoration, Edgemoor Property	Pending review; MND prepared October 2006	Less than Significant
5	Villages at Fanita	Approved by City Council on 12/5/07	Exposure to permanent ambient noise, and temporary increase in noise levels (mitigated to less than significant).
7	Riverwalk Subdivision	Under construction	Less than Significant
8	Sky Ranch	Project approved and under construction	Excessive noise levels that exceed thresholds (mitigated to less than significant).
13	Hollywood Theater	Continued indefinitely- project is not active; however, files have not been closed.	Less than Significant
17	Santee Town Center Specific Plan Amendment	Approved January 2006	Traffic noise, construction noise (mitigated to less than significant).
18a	Edgemoor Skilled Nursing Facility Relocation Project	MND adopted in June 2004.	Less than Significant
18b	Edgemoor Facility Demolition Project	Draft EIR released August 2008.	Less than Significant
19	Lakeside Downs	Draft EIR in process	Potentially significant

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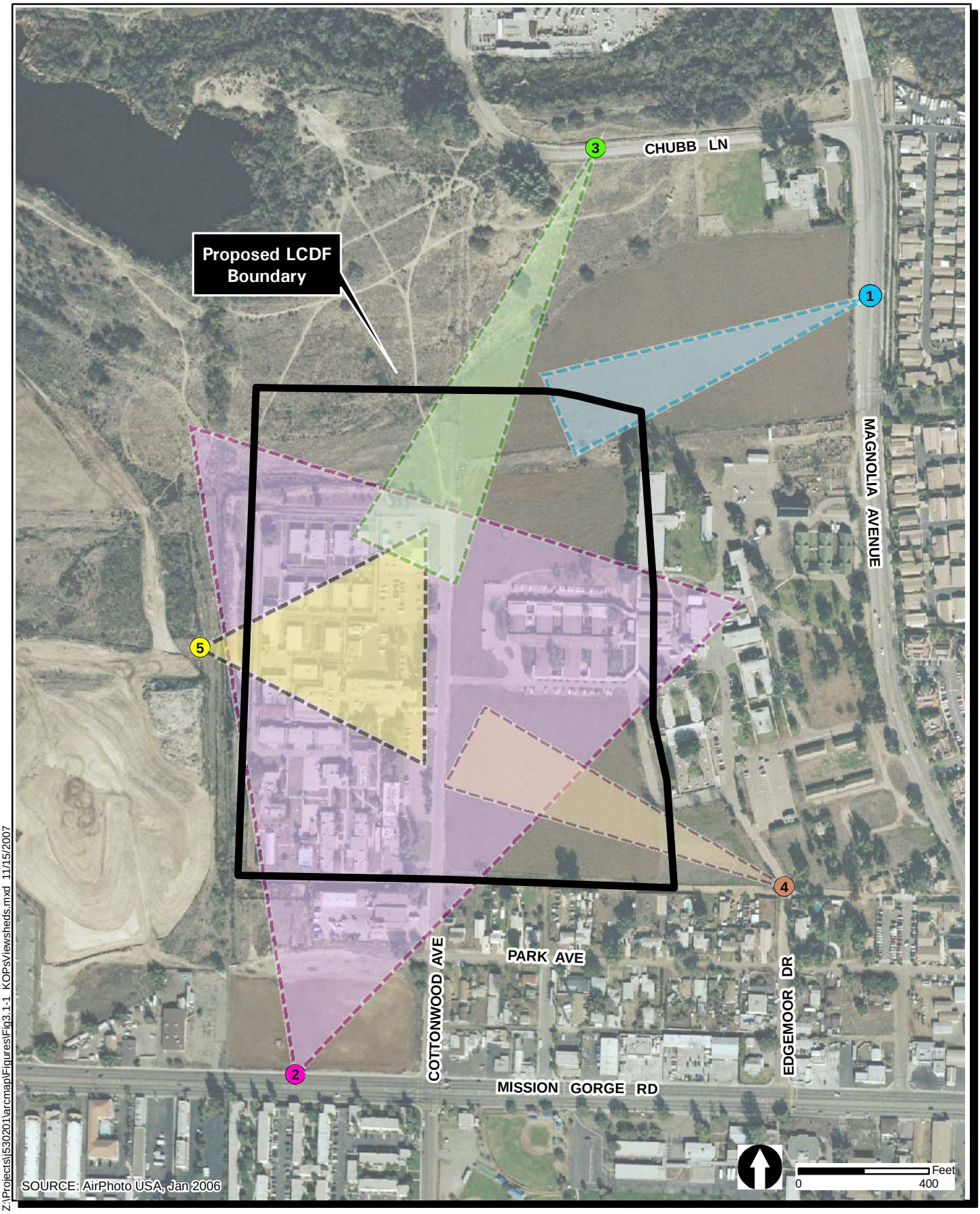

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Las Colinas Detention Facility EIR

KOPs and Viewsheds

FIGURE 3.1-1

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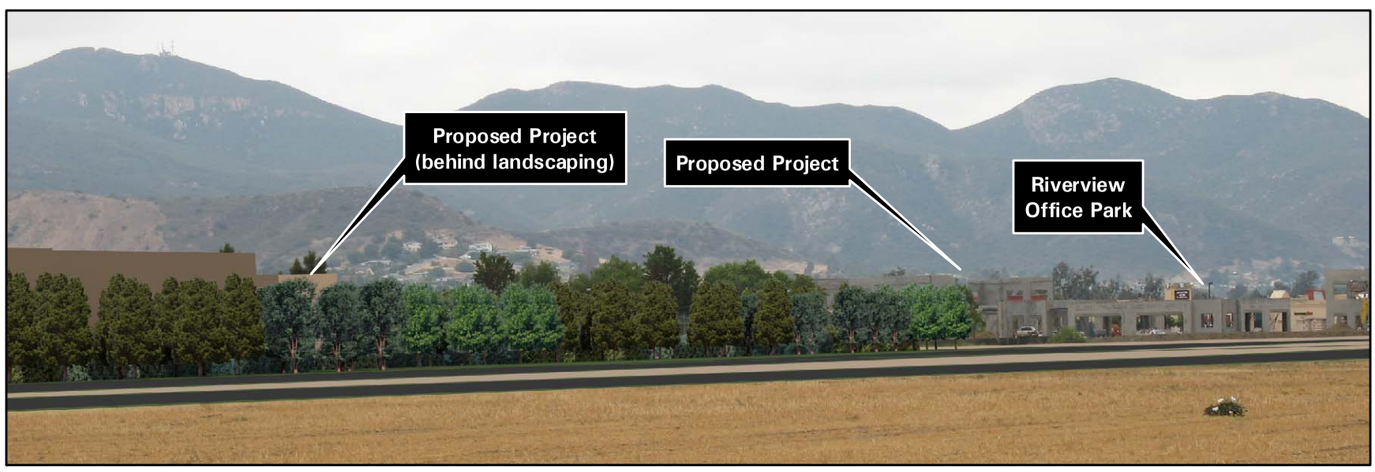
Existing view from Magnolia Avenue, looking southwest

Simulation of Proposed Project from Magnolia Avenue, Pre-landscaping



Simulation of Proposed Project from Magnolia Avenue, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #1 - View from Magnolia Avenue

FIGURE 3.1-2

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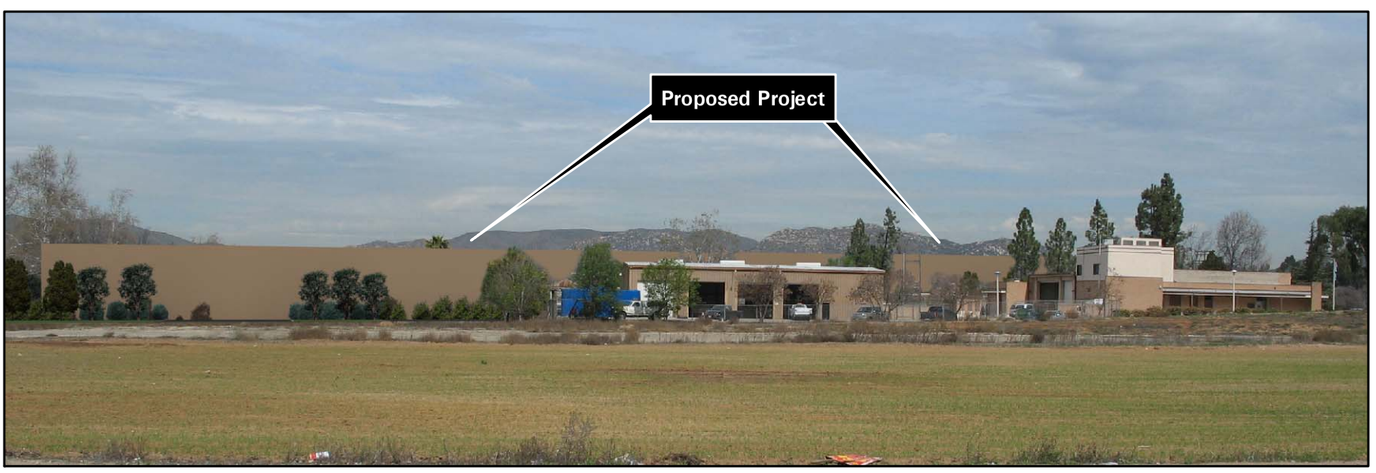
View of Existing LCDF and Fire Station from Mission Gorge Rd., looking north

Simulation of Proposed Project from Mission Gorge Rd., Pre-landscaping



Simulation of Proposed Project from Mission Gorge Rd., showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #2 - View from Mission Gorge Road

FIGURE 3.1-3

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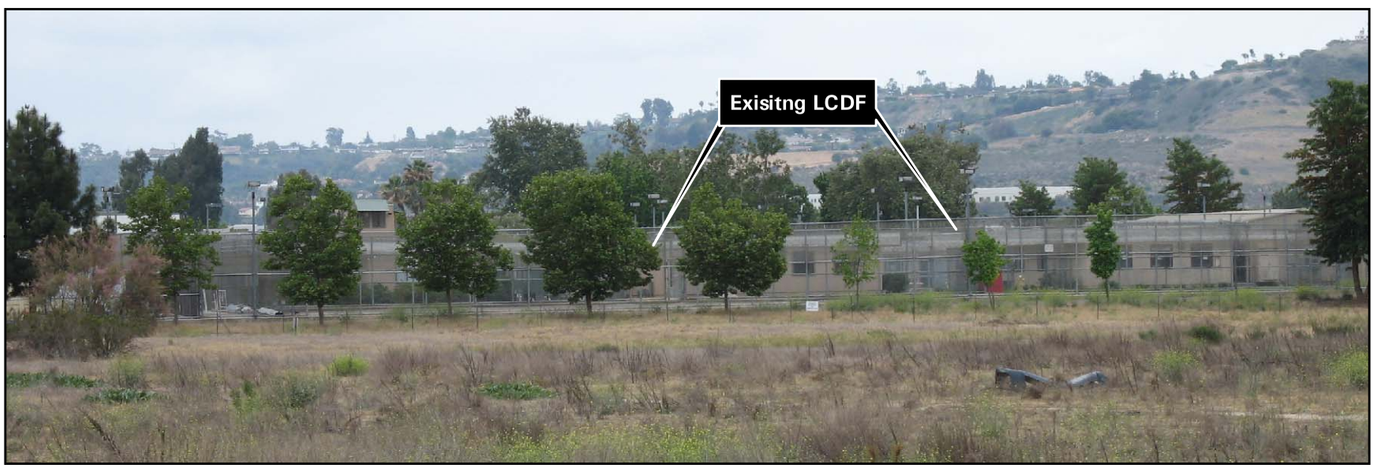

Existing view from Chubb Lane, looking southwest

Simulation of Proposed Project from Chubb Lane, Pre-landscaping

Simulation of Proposed Project from Chubb Lane, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

Z:\Projects\jt\3020\1arcmap\Figures\Fig3.1-4_KOP3_Chubb.mxd 11/15/2007

Las Colinas Detention Facility EIR

KOP #3 - View from Chubb Lane

FIGURE 3.1-4

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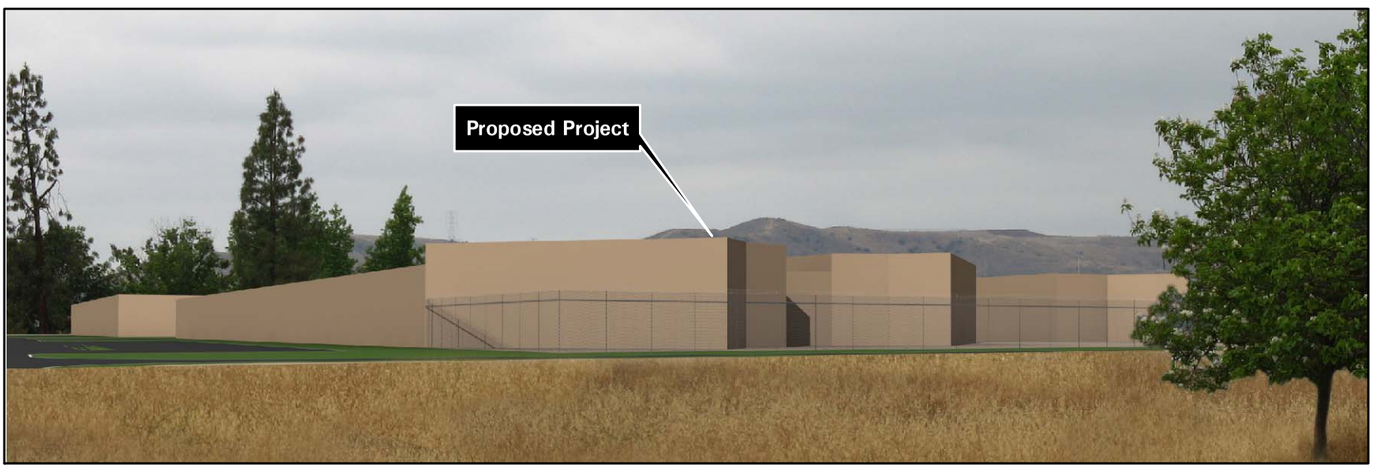
Existing view from Edgemoor Drive, looking northwest



Simulation of Proposed Project from Edgemoor Drive, Pre-landscaping

Simulation of Proposed Project from Edgemoor Drive, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #4 - View from Edgemoor Drive

FIGURE 3.1-5

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Existing view from future office use site, looking east

Simulation of Proposed Project from future office use site, Pre-landscaping

Simulation of Proposed Project from future office use site, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #5 - View from Future Office Use Site

FIGURE 3.1-6

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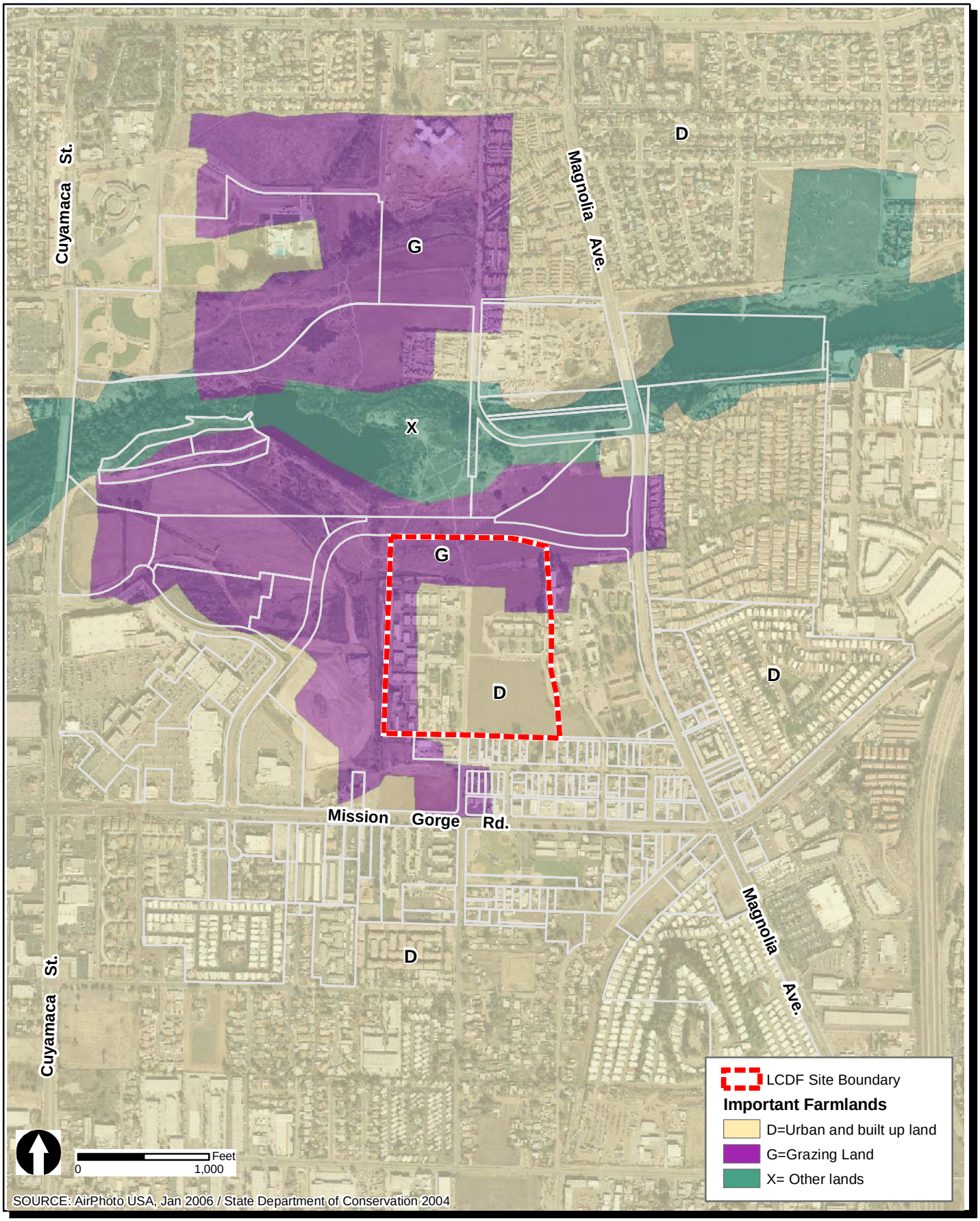

Las Colinas Detention Facility EIR

Important Farmlands

FIGURE
3.1-7

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SOURCE: DIGITAL GLOBE, March 2007

0 700 Feet

Las Colinas Detention Facility EIR

Existing Land Uses

FIGURE 3.1-8

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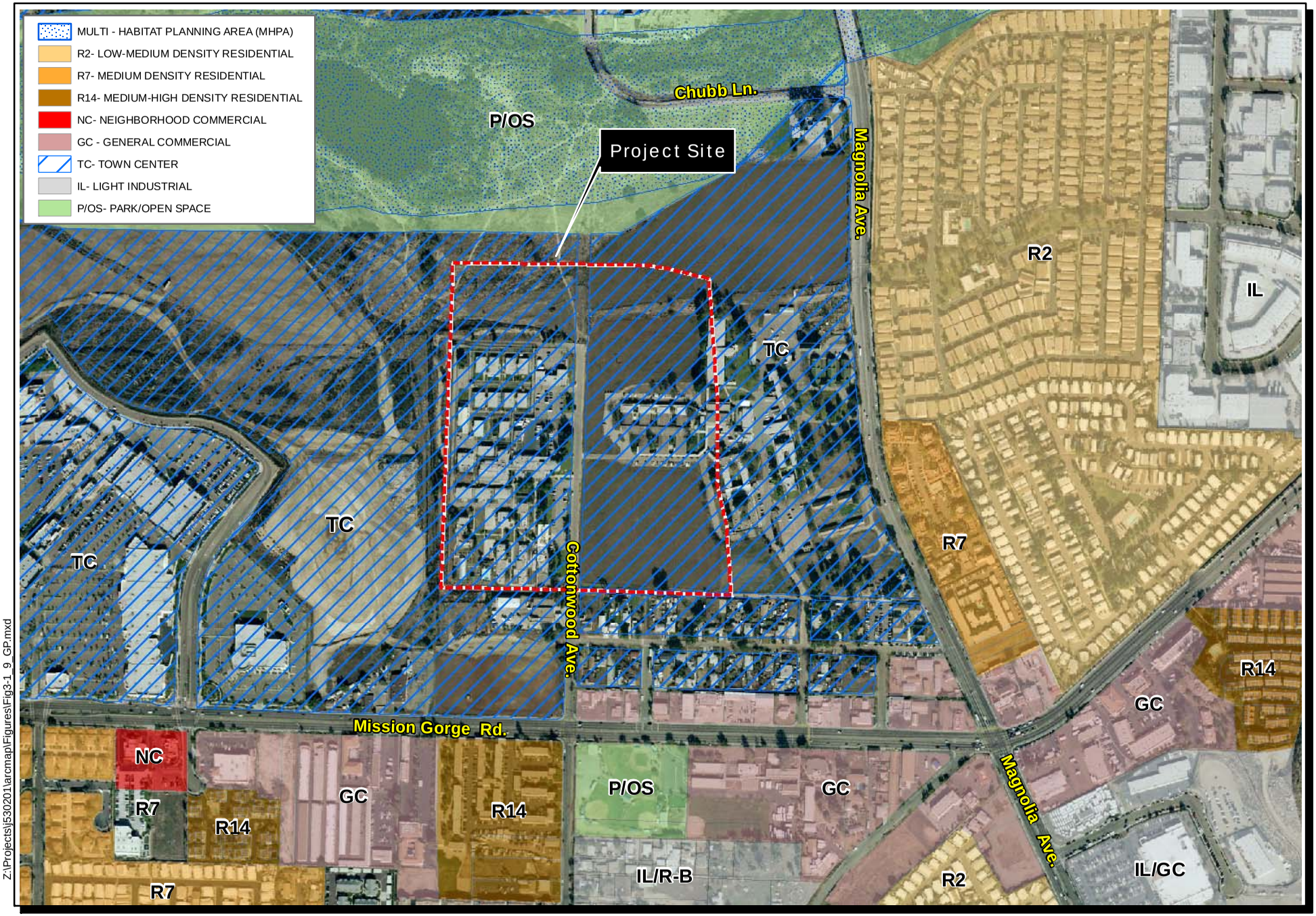

Z:\Projects\530201\arcmap\Figures\Fig3-1_9_GP.mxd

SOURCES: AirPhoto USA (Jan. 2006), City of Santee GP (2003)

0 800 Feet

Las Colinas Detention Facility EIR

Santee General Plan Land Uses

FIGURE 3.1-9

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Las Colinas Detention Facility EIR

Town Center Specific Plan Amendment Land Uses

FIGURE 3.1-10

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Las Colinas Detention Facility EIR

Office Park Overlay in the Town Center Specific Plan Amendment

FIGURE
3.1-11

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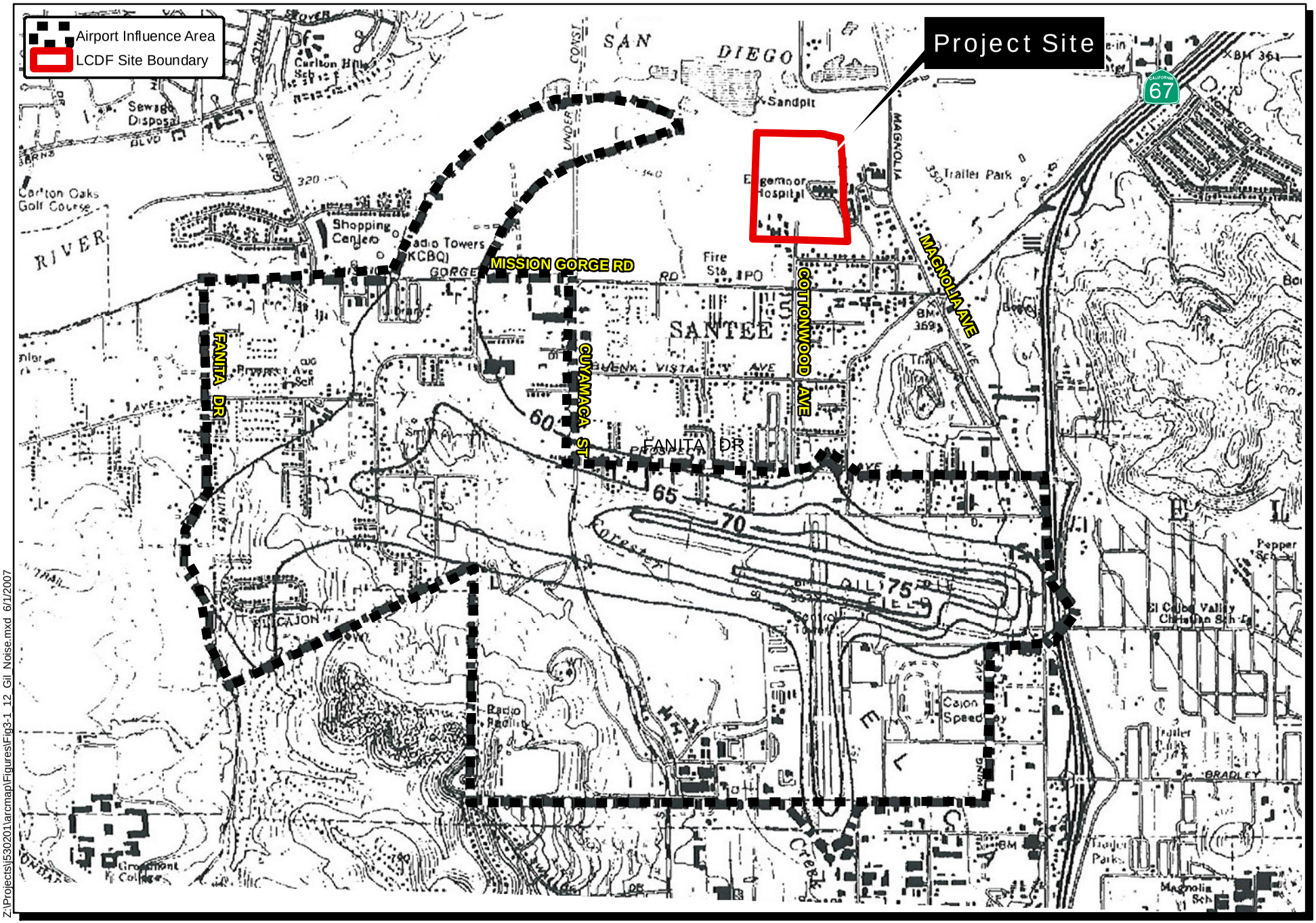

Z:\Projects\lj530201\arcmap\Figures\Fig3-1_12_GII_Noise.mxd 6/1/2007

0 1,500 Feet

Las Colinas Detention Facility EIR

Gillespie Field Airport Land Use Compatibility Plan

FIGURE 3.1-12

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0 800 Feet

Las Colinas Detention Facility EIR

Noise Measurement Locations

FIGURE 3.1-13

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3.2 Effects Found Not Significant During Initial Study

As provided for in the State CEQA Guidelines, a Notice of Preparation (NOP) was distributed by the County for the proposed LCDF project on September 11, 2006. The County held two public scoping meetings on September 20 and October 5, 2006 to provide the public and government agencies further opportunity to identify environmental issues to be address in the EIR. Both the NOP and letters of comment addressing the NOP are included in *Appendix A* of this EIR. The NOP included a project description, project location, and a full range of potential environmental impact issues to be addressed in the EIR. No effects were found to have a less than significant impact through the NOP/Initial Study process.

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